

Department of Defense

# DoD Commercial Contract Aircraft Appendix

Country Requirements

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## Foreword and SECSTATE Cables

1. DoD commercial contract aircraft remain non-scheduled civil aircraft and, as such, are subject to the legal regime of international civil aviation, and do not acquire the status of a State aircraft unless responsible US Government (USG) authorities specifically designate, in writing, that particular aircraft as a State aircraft.
2. Although some Status of Forces Agreements (SOFAs), base rights, and other international agreements grant DoD-contracted aircraft similar rights of access, exit, exemption from landing fees and charges enjoyed by US State aircraft; these agreements do not accord DoD-contracted aircraft the status of State aircraft.
3. DoD commercial contract aircraft should comply with clearance requirements for civil carriers that appear in the host nation's Aeronautical Information Publication (AIP). If the host nation requires the aircraft clearance process to be worked through diplomatic channels (i.e., US Embassy ECON, USDAO, ODC/OMC, etc.), the commercial carrier is responsible for obtaining approvals/permits via [APACS](#) or other means directed by US Embassy officials.
4. DoD commercial contract aircraft NOT DESIGNATED as State aircraft should reference the guidance in this DoD Commercial Contract Aircraft Appendix that relates to the respective destination country.
5. DoD commercial contract aircraft that have been designated as State aircraft, in writing by responsible USG authorities, should follow the aircraft diplomatic clearance procedures specified in Section II of the [DoD FCG](#) for each respective destination country.
6. In line with USG policy (Ref a), some host nations insist that aircraft under contract to USTRANSCOM use an unique call sign, rather than the aircraft company's call sign when flying their contract missions. When required, these aircraft will use the "CAMBER" (ICAO: CMB) call sign (Ref b), which is assigned exclusively to missions under contract to USTRANSCOM. The CAMBER call sign will NOT be assigned to other agencies.

### SECSTATE Cables:

- a. [USG Policy Regarding the Status of DoD Commercial Contract Aircraft \(SECSTATE Cable 022631\)](#)
- b. [USG Implementation of New Call Sign for DoD Commercial Contract Aircraft \(SECSTATE Cable 026663\)](#)

# Afghanistan

## I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

### A. Blanket Permit

1. None.

### B. One-time Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings to include aircraft carrying HAZMAT, through the Resolute Support Strategic Flight Coordination Centre (RSFCC) who coordinate the movement of all Air Transport aircraft into and out of Afghanistan for each Resolute Support Troop Contributing Nation.
  - a) All civil aircraft being operated by or exclusively for United States forces are subject only to notification through the RSFCC (AMCC Eindhoven Netherlands, [amcceindhoven@amcc.abeheh.nl](mailto:amcceindhoven@amcc.abeheh.nl). ) regarding their entry into and exit from the territory of Afghanistan as required by the civil aviation authorities of Afghanistan.
  - b) Aircraft not being operated by or exclusively for United States forces must obtain appropriate clearances through the Afghanistan Civil Aviation Authority (ACAA). Approvals are good for that flight only.
2. Bagram Air Base (OAIX), Kandahar Air Base (OAKN), and RS at Kabul International (OAKB) all require prior permission (PPR) from the airfield before filing there. For other fields, consult NOTAMs.
  - a) Bagram Air Force Base PPR request: [455bas.ppr@bgab.afcent.af.mil](mailto:455bas.ppr@bgab.afcent.af.mil).
  - b) Kandahar Air Base PPR request: [grp.KDHR.PPR.org@afghan.swa.army.mil](mailto:grp.KDHR.PPR.org@afghan.swa.army.mil).
  - c) RS Kabul PPR request: [isafkiaairopsis@ijhq.ms.isaf.nato.int](mailto:isafkiaairopsis@ijhq.ms.isaf.nato.int).
3. All aircraft need to follow the guidance in the Afghanistan Aeronautical Information Publication located at: <http://acaa.gov.af/en/page/civil-aviation-authority/atm/aip> ---important-information as well as other governing directives in order to operate in Afghanistan. File flight plans with ATC.

### C. Hazardous Cargo Permit

1. Contact Resolute Support Strategic Flight Coordination Centre RSFCC (AMCC Eindhoven Netherlands, [amcceindhoven@amcc.abeheh.nl](mailto:amcceindhoven@amcc.abeheh.nl). )

## II. LEAD-TIME AND VALIDITY

- A. Lead-time: Two (2) days.
- B. Permit valid for: The day of the flight only.

## III. CONTENT OF PERMIT REQUEST

- A. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

## IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All operators are warned that there are ongoing military operations in Afghanistan, and civil flight operations could be at significant risk.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Mazar-E-Sharif International Airport (OAMS) in Afghanistan may be used as a weather alternate ONLY for cargo missions under contract to USTRANSCOM. Missions which divert into OAMS must gas and go – RONs are not permitted. OAMS will not be used as a weather alternate for passenger missions

B. Military

1. None.



## Albania

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. Albania grants monthly overflight clearance numbers for all US DoD Commercial Contract aircraft. Submit an APACS request to obtain the current clearance/permit number.
    - 2. For emergency short-notice overflights, contact [USDAO Tirana](#) for the number.
  - B. One-time Permit
    - 1. DoD Commercial contract aircraft are required to submit APACS request for overflights and landings. For overflights and landings inquiries, contact [USDAO Tirana](#) directly.
  - C. Hazardous Cargo Permit
    - 1. No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: Seven (7) days
  - B. Permit valid for: Plus or minus (+/-) 72 hours
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Telex number for Tirana International Airport is 0604-4157. Air traffic control monitors frequency 127.5; tower monitors 122.5. Phone numbers for air traffic control are 011-355-42-63368 / 71230.
  - B. The following aircraft cannot land at Tirana International Airport (LATI) due to weight, size, and/or safety requirements: all Boeing 747 airframes, all Boeing 777 airframes, all Airbus A-340 airframes, Airbus A-380, Lockheed L-1011, and DC-10.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Algeria

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. No information provided.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings to include aircraft carrying HAZMAT, through Algerian civil aviation channels. If denied, provide [USDAO Algiers](#) a copy of denial and USDAO Algiers will process the request.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings of aircraft carrying HAZMAT, through Algerian civil aviation channels.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: Make clearance/permit request with civil aviation channels far enough in advance to meet Algerian government timelines should the permit request be denied by the civil aviation authorities (CAA).

1. 18 days for transporting VIPs, other passengers, diplomatic mail, and non-sensitive material, for maintenance and technical repair, for medical evacuations, and for transporting humanitarian assistance products.
2. 24 days for transporting dangerous material, sensitive equipment, and weapons and/or ammunition and for escorting of combat aircraft.
3. Flights not meeting the required lead-time most likely will not be approved unless it is a bone fide emergency. Send the Aircraft Clearance request as early as possible in order to increase the likelihood of approval.

#### B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

#### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. No information provided.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. Houari Boumediene International Airport (DAAG) in Algiers, Algeria will NOT, repeat NOT, be used for a technical stop or weather alternate. Additionally, NO other airport in Algeria is authorized for this use.

#### B. Military

1. No information provided.

## Antigua & Barbuda

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. None.
  - C. Hazardous Cargo Permit
    - 1. None.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Three (3) business days prior request.
  - B. Permit valid for:
    - 1. Requested ETA only.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The V.C Bird International Airport (TAPA) is the only international airport in Antigua and Barbuda. It may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

# Argentina

## I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. DoD commercial contract aircraft must obtain approval for overflights and landings, through [USDAO Buenos Aires](#) via APACS at <https://apacs.milcloud.mil/apacs>. USDAO Buenos Aires coordinates requests with the Argentine MOD.
- C. Hazardous Cargo Permit
  - 1. DoD commercial contract aircraft must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Buenos Aires](#) via APACS at <https://apacs.milcloud.mil/apacs>. USDAO Buenos Aires coordinates requests with the Argentine MOD.

## II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. At least seven (7) days prior to the flight if the required data for flight is available.
  - 2. 30 days for delivery of ordnance-type materials requires at least 30-days advance notice. Failure to comply makes it impossible to off-load such items, as the Argentine Air Force secure storeroom at Ezeiza-Ministro Pistarini cannot store them, and it is therefore necessary to transport them directly to a military arsenal.
  - 3. 30 days for flights utilizing photographic equipment over the sovereign territory of Argentina. Photographic missions are prohibited unless specifically requested via APACS. These missions are usually reserved only for scientific environmental surveys.
- B. Permit valid for: 120 hours (five (5) days) after the requested date/time to enter Argentine airspace.

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. Route of flight:
    - a) Territory/FIR entry point (name or coordinates), date/time (Z).
    - b) Route of flight within territory or FIR of country.
    - c) Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Notice for ordnance cargo should include:
    - a) Requested date of shipment arrival in Buenos Aires.
    - b) Mission number and type of aircraft being used.
    - c) Nomenclature of weapons (make, model, caliber/gauge, and serial number) and quantity being shipped.
    - d) Nomenclature of ammunition (type, caliber-gauge, etc.) and quantity of rounds being shipped.

- e) Explosives and/or other ordnance-type material: Full description and quantity being shipped.
- C. If action is needed on weekends or holidays, contact [USDAO Buenos Aires](#). However, note that Argentine Air Force personnel will handle only true emergency requests after normal duty hours.
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. [USDAO Buenos Aires](#) sends the Argentine Air Force overflight/landing clearance through APACS. Include the clearance number in "Other Information" of ICAO flight plan. Also be prepared to provide the clearance number if Argentine ATC requests it when the aircraft enters Argentine airspace. If also asked for the "matricula," give the aircraft's tail number.
- B. No direct routing can be approved between Carrasco International/Gen. Cesareo L. Berisso Airport (SUMO) at Montevideo, Uruguay, and Ezeiza-Ministro Pistarini Airport (SAEZ) or Aeroparque (SABE) at Buenos Aires. All flights must be on published airways.
- C. Report through APACS any change in itinerary, crew, or aircraft number. The aircrew must receive confirmation of any such changes from [USDAO Buenos Aires](#) before entering Argentine airspace.
- D. Report any cancellation by message via APACS.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Armenia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. No information provided.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permit for overflights and landings, through Armenian civil aviation channels. In addition to a flight plan on file, the DoD commercial contract aircraft also requires a permit number issued by Armenian CAA.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Armenian civil aviation channels. In addition to a flight plan on file, the DoD commercial contract aircraft also requires a permit number issued by Armenian CAA.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Direct flights from Armenian airspace to Azerbaijan (land or over fly) are prohibited.
  - B. Armenia maintains an active air defense artillery system, and has tense relations with its neighbors to the east and west. For this reason, clearance requests for overflights and landings must be timely and precise.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Zvartnots International Airport (UDZY) in Yerevan, Armenia may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - B. Military
    - 1. No information provided.

## Australia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. No information provided.

#### B. One-time Permit

1. DoD commercial contract aircraft travelling to **civilian airports** must obtain permissions and permits for overflights, landings, and HAZMAT movements through the normal Australian civil aviation authority channels.
  - a) CASA (Civil Aviation Safety Authority), and the NPPC (National Passenger Processing Committee) coordinate the approval process on behalf of the Australian Customs and Border Protection Service, Australian Quarantine and Inspection Service, Department of Immigration and Citizenship and the Department of Infrastructure and Transport.
2. DoD commercial contract aircraft travelling to **military airports** must obtain permission and permits from the normal Australian civil aviation agencies, in addition to notifying Headquarters, Joint Operations Command (HQ JOC) via [USDAO Canberra](#).
  - a) Aircraft requests will be sent to [USDAO Canberra](#) by submitting a landing permit request through APACS within 10 working days; 21 working days for HAZMAT movements.
  - b) [USDAO Canberra](#) will pass on all requested requirements for ground handling and servicing arrangements to the RAAF bases through HQ JOC upon receipt of APACS clearance request and [Request for Support for DoD Commercial Contracted Aircraft](#) form.
  - c) Issuance of a reply from USDAO Canberra will not confer diplomatic status or approval; aircraft will remain subject to all normal host nation civilian inspections and clearance procedures.
  - d) Approval to land at military airports will receive a MILCLR number in APACS.
3. HQ JOC will contact commercial contract aircraft POCs listed on APACS for further guidance or requirements as required.
  - a) Civilian Aviation Safety Authority  
International Operations  
Safety Oversight  
CASA Operations Division  
Phone: (07) 3144 7400  
Fax: (07) 3144 7599  
E-mail: [international\\_ops@casa.gov.au](mailto:international_ops@casa.gov.au)
  - b) National Passenger Processing Committee  
Secretariat: Australian Customs and Border Protection Service  
5 Constitution Avenue CANBERRA CITY ACT 2601  
Phone: 011-61-2-6246-1210  
Fax: 011-61-2-6275-6989  
E-mail: [NPPC@customs.gov.au](mailto:NPPC@customs.gov.au)  
<http://www.customs.gov.au/site/page4261.asp>

#### C. Hazardous Cargo Permit

1. See section I.B.1-2, above.

## II. LEAD-TIME AND VALIDITY (for APACS requests)

### A. Lead-time:

1. 10 days. Complete aircraft clearance information must be submitted in accordance with paragraph D given by Thursday 0100 ZULU Time on the Friday immediately preceding the mission. This is equivalent to 1200 LOCAL on Friday in Canberra, Australia which enables [USDAO Canberra](#) time to work on request for approval through the Australian agencies. If complete information is not submitted in this time, the mission will be denied and clearance resubmission will be required the following week. The 11 Australian holidays fall on a Monday or Friday. Clearances cannot be processed on these days due to the closure of the Australian agencies involved. Refer to Section [VII.B](#), below for list of holidays. [USDAO Canberra](#) will advise if the mission falls on one of these holidays. If the mission does fall on a holiday you will be required to provide clearance request earlier to allow processing time.
2. 21 days for aircraft carrying hazardous cargo (HAZMAT). HAZMAT includes anything with an explosive capability (i.e., munitions, weapons, etc.). The flight clearance requests should include a description of the type of hazardous cargo (nomenclature), quantity, net explosive weight (NEW), or net explosive quantity (NEQ), United Nations number, and the purpose of bringing the HAZMAT into Australia.
3. Requests for MEDEVAC flights or flights that affect national security can be processed with less than the required lead time.
4. Non-emergency clearance requests that fail to meet lead-time requirements must include a detailed justification of why the request is late. [USDAO Canberra](#) will review all requests and, depending on the mission, determine if the request will be submitted to the government of Australia.
5. Aircraft Clearance Coordinator will acknowledge receipt of all requests for Aircraft Clearance within five (5) days of receipt. If requestor does not receive an acknowledgment within five (5) days, retransmit request and send a scanned copy by e-mail to [USDAO Canberra](#), Attn: Aircraft Clearance Coordinator. Acknowledgment of receipt is not an approval for the flight.

B. Permit valid for: Only for the requested landing or overflight time. There is not a 72 hour window or other unspoken clearance.

## III. CONTENT OF PERMIT REQUEST (for APACS requests)

A. Prepare and submit the permit request automatically via [APACS](#).

B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. Exact date and time of landing. Missions that land without a clearance or outside their intended landing time may lose their departure clearance. This could lead to delays of up to 21 days, depending on cargo load and the severity of the discrepancy.
2. Crew information: PPN/ Nationality/ Surname/ First and Middle/ Date of Birth/ Sex. Also, indicate if any passports are not US passports. See Australian Customs and Borders Protection Service forms at section IV.G, below.
3. Passenger information: Surname/ First and Middle/ Gender/ Date of Birth/ Country of Issue/ PPN/ Airport of Embarkation. Also, indicate if any passports are not US passports. See Australian Customs and Borders Protection Service forms at section IV.G, below.

a) NOTE: Do not hold submission of Aircraft Diplomatic Clearance request if crew information and passenger information is not known. Provide best



- estimate on request message. Provide complete crew and passenger information as soon as it is known. Do not land in Australia without updating crew and passenger information.
- b) Provide locations where passengers will be embarking and disembarking.
4. All cargo manifests must be sent to [USDAO Canberra](#) for further dissemination to host nation authorities for their approval as required. Description must be provided; DD Form 1385 is acceptable, but vague descriptions will be denied. Requestor must provide locations where cargo will be offloaded.
    - a) For wood pallets and wood spacers used for securing cargo.
      - a) ISPM15 stamped wood.
    - b) Reconstituted wood products that have undergone a manufacturing process that no longer contains solid wood including particle board, chipboard, Masonite, oriented strand board, medium and high density fiberboard is compliant with the Department of Agriculture import standards for packaging, timber packaging and dunnage.
    - c) Usage of any other type of wood for pallets/spacers will delay the entry of the cargo into Australia. The pallets will need to be replaced (at the unit's expense) with pallets supplied by officials at the first port of entry. The timber pallets can be replaced and sent back to the vessel/aircraft or the timber pallets can be treated onshore e.g. fumigation, or destroyed or exported (all at the unit's expense). If those options are available at the point of off-loading.
  5. Request any equipment to be used in the off-load.
  6. All dangerous/HAZMAT/weapon manifests must be sent to [USDAO Canberra](#) for further dissemination to host nation authorities for their approval as required. HAZMAT descriptions must include Class, Nomenclature, Net Explosive Quantity kg (New Explosive Weight), United Nations number, and the purpose of bringing the HAZMAT into Australia.
    - a) Weapon descriptions must include full details of firearms, ammunition and any other weapons and strategic goods (body armor/protection) that may be subject to import and export controls that the personnel are bringing into Australia, including any serial numbers. Requestor must provide locations where items will be off-loaded.
  7. The Australian Department of Agriculture – (formerly AQIS, Biosecurity or DAFF) requires additional documentation for cargo (S146) at certain ports. See [www.agriculture.gov.au/biosecurity/avm/aircraft/application-land-non-first-point-entry](http://www.agriculture.gov.au/biosecurity/avm/aircraft/application-land-non-first-point-entry) for further information on Australian's quarantine requirements. See Australian Department of Agriculture additional requirements and forms at section 4.f. (below).
  8. Aircraft Clearance requests must have a Purpose of flight: ISO MRF-D, ISO Talisman Saber 2015, etc.
  9. Itinerary: Include the location and ETD of last enroute stop prior to entering Australian airspace. FIR entry point and ETA, full route of flight within Australian FIRs to include entry and exit points within the flight path. FIR exit point and ETD, along with ETA and first stop after departing Australian airspace. Include all aircraft stops in the flight itinerary inside Australian air space.
  10. Fuel amounts and aircraft servicing requirements (prior to take off or upon landing must be annotated) must be requested for each stop prior to arrival. Fuel requirements

cannot be established with FBO or airport unless this information is provided to [USDAO Canberra](#) well in advance of the arrival date.

11. All flight clearance requests must include complete accounting data. This data will be applied to any unpaid debt incurred while in Australia, including unpaid aviation fuel, ground handling charges, service, waste disposal, transportation off of the airfield, hotels (including uncoordinated no-shows), etc.
12. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report any changes or delays to [USDAO Canberra](#) as soon as possible. [USDAO Canberra](#) will ensure the Australian Defense Force (ADF), Borders Force, and Department of Agriculture, Biosecurity (Quarantine) officials are notified (fax and e-mail are acceptable if acknowledged). For changes made within 24 hours of mission, contact [USDAO Canberra](#) and advise them of the new ETA and/or ETD. Missions within 12 hours, changes made to aircraft requests after duty hours, weekends, and holidays must be reported to [USDAO Canberra](#) Aircraft Coordinator by e-mail and phone. A voice message is not an acceptable notification.
- B. Use the same call sign given in the Aircraft Clearance Request for all movements into, out of, and within Australia. Do not change the call sign until the mission in Australia is complete.
- C. Personnel may not bring weapons or any other type of protective equipment into Australia, and all security personnel must remain unarmed while in the country. If the traveler has requirements for security, contact [USDAO Canberra](#) and the [FPD Australia](#), which will assist in hiring commercial security or in requesting Australian Defense Force security for the visit. Failure to comply with the Australian weapon requirements constitutes an embarrassing and serious breach of policy. Customs officials confiscate any undeclared weapons they detect and may detain travelers associated with them. All undeclared weapons, including body armor, pepper spray, etc., must remain on the aircraft.
- D. Aircrews are required to be dressed in appropriate business attire or military uniform when boarding/exiting US State (including military) aircraft in Australia. Aircrew will follow Australian flight line safety regulations which include wearing appropriate attire/uniform, e.g. covered shoes and high visibility vest or reflective belt while performing official duties and/or transiting on the flight line.
- E. All movement within Australia must receive approval through [USDAO Canberra](#) and Australian government channels.
- F. **Darwin**
  1. The NT region has different requirements than other locations. Customs and Agriculture have different forms for processing into Darwin. A PDF [presentation](#) was created to help with this process (created by MRF-D).
  2. Inbound cargo for Australia will have to be in-processed through Agriculture Cargo in Darwin, call the Agriculture office to set up cargo inspection ([Quarantine Direction Entry Number - QDEN](#)) at phone: 011-61-0-8-8920-7040 then e-mail [ntcargo@agriculture.gov.au](mailto:ntcargo@agriculture.gov.au) to book a cargo inspection. If not booked prior to arrival, delays of up to several days could be experienced.
  3. Customs has forms for cargo. The Power Point presentation covers these documents, N10 and [Permission to Transport US property](#).
- G. Australian Border Force forms can be found on the website <https://www.border.gov.au/about/corporate/information/forms/pdf-numerical>. Both Crew

([Form 3](#)) and Passenger ([Form 2b](#)) forms are required to Customs before diplomatic clearance approval is granted. To ensure ease of processing of information, Customs has requested the following naming convention for submissions – Subject Matter - Call Sign. Examples: “Crew Report – RCH 123”, “Passenger Manifest – CNV 123”, etc. Changes will be indicated like so: “Crew Report – RCH 123 – Change 1”, “Passenger Manifest – CNV 123 – Change 2”, etc.

1. Each aircrew member will provide a Crew Declaration to Customs & Immigration officials upon arrival along with their passport or valid military orders and ID card. A visa is NOT required for aircrew members. This form is not required for departure. Link: <https://www.border.gov.au/FormsAndDocuments/Documents/b465-crew-declaration.pdf#search=Crew%20Declaration>.
  2. Each passenger will fill out an incoming card on arrival and outgoing passenger card on departure from the country. Official card stock must be used and may be obtained from regional airfields/airports before arriving into Australia. The arrival card will be filled out and signed before Customs authorizes entry/departure into Australia.
  3. DoD contractors and non-DoD passengers must submit for a Business Visit ETA (subclass 977) visa before arriving, unless the passenger’s entry status is provided otherwise by the Australian government. This can be done at <https://www.eta.immi.gov.au/ETA/etas.jsp> (20 AUD charge per person).
  4. Members of the United States Armed Forces, DoD civilians, and their dependents entering Australia on official business are not required to obtain a visa to enter Australia. Active duty military members are only required to possess military ID and orders to enter Australia. DoD civilians and dependents will require a passport.
  5. All baggage removed from the aircraft, including aircrew baggage, is x-rayed and subject to search unless prior coordination to exempt search. It is highly recommended that all traveling members acquaint themselves with the following Australian Border Force guidelines: Customs - Prohibited and Restricted Imports - <http://www.border.gov.au/Trav/Impo/Proh> Information for Military Forces - <http://www.border.gov.au/Trav/Ente/mili>.
  6. Customs may confiscate and destroy any items on the prohibited list.
- H. Australian Department of Agriculture (Quarantine) forms can be found on the website: <http://www.agriculture.gov.au/biosecurity/avm/aircraft>.
1. Biosecurity manages quarantine controls at Australia's borders to minimize the risk of exotic pests and diseases entering the country. Due to US military and state aircraft invoking sovereign immunity on the aircraft, aircraft commanders must follow the attached guidance
  2. All aircraft in country longer than 72 hours must be inspected by an Agriculture-approved inspector at cost of the unit's expense. Units will have to pay for travel, lodging, rental as required, and per diem for an agriculture approved US Embassy official to meet the aircraft at first port of entry to clear the aircraft from international to domestic status. This process will require a physical inspection of the interior aircraft and all food elements to be removed from the aircraft and destroyed. This action will remove the Biosecurity inspection/surveillance process on the sovereign immune aircraft from the subsequent ports of visit within in Australia. Contact [USDAO Canberra](#) via e-mail for further details.
  3. Each international aircraft arrival must be properly sprayed and [documented](#).
  4. The following suggested website is a vendor that supplies the Australian approved disinsection sprays: Callington Haven – <http://www.callingtonhaven.com/>.

5. For the required aircraft disinsection procedures and aircraft-specific application rates, see: <http://www.agriculture.gov.au/biosecurity/avm/aircraft/disinsection/procedures>.
6. Cargo and hazardous cargo manifests **are required** to be provided to [USDAO Canberra](#). Additionally, some non-proclaimed/manned ports will require a S146 to be accomplished by the visiting aircrew.
7. Forms must be submitted directly to [military@agriculture.gov.au](mailto:military@agriculture.gov.au) and cc [USDAO Canberra](#). Must be submitted no less than five (5) working days prior to arrival in Australia. To ensure ease of processing of information, Australian Department of Agriculture and Water Resources has requested the following naming convention for submissions – Subject Matter - Call Sign. Examples: “Hazardous Cargo Manifest – RCH 123”, “S146 Request – CNV 123”, etc. Changes will be indicated like so: “Hazardous Cargo Manifest – RCH 123 – Change 1”, “S146 Request – CNV 123 – Change 2”, etc.
8. Australian ports of Avalon, Alice Springs, and WOOMERA Range may require the requesting organization to pay for additional Biosecurity charges as they are not physically manned ports of use. If approved by host nation agencies to visit these locations, requesting organization will have to pay for travel, lodging, rental as required, and per diem for an agriculture approved US Embassy official to meet the aircraft along its itinerary stops to clear the aircraft from international to domestic status prior to arriving into the non-proclaimed port. This process will require a physical inspection of the interior aircraft and nearly all food elements to be removed from the aircraft and destroyed. This action will remove the Biosecurity inspection/surveillance process on the sovereign immune aircraft from the subsequent ports of visit within in Australia. Contact [USDAO Canberra](#) for further information.
9. Agriculture guidelines for airline and aircraft operators arriving in Australia - Agriculture <http://www.agriculture.gov.au/biosecurity/avm/aircraft>.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. All commercial airports in Australia may be used for technical stops and weather alternates for cargo and passenger missions under contract to USTRANSCOM. The first airport of landing in Australia and the last airport of departure must have Agriculture and Customs facilities.

B. Military

1. No information provided.

## Austria

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain permissions and permits for overflights and landings, through [USDAO Vienna](#) before overflying Austrian airspace. The government of Austria normally approves overflights if they are supporting combat operations of the United Nations (UN), European Union (EU), or Organization of Security and Cooperation in Europe (OSCE).

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain permissions and permits for overflights and landings of aircraft carrying HAZMAT, through [USDAO Vienna](#) before overflying Austrian airspace. The government of Austria normally approves overflights if they are supporting combat operations of the United Nations (UN), European Union (EU), or Organization of Security and Cooperation in Europe (OSCE).

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. If the DoD commercial contract aircraft is transporting "war materials," as defined by Austrian Law, and has at least one (1) US uniformed military person onboard, then the approval is normally obtained within days.
2. If the DoD commercial contract aircraft is carrying "war materials" and does not have at least one (1) US uniformed military member onboard, then the diplomatic clearance may take between six (6) weeks to six (6) months.

#### B. Permit valid for: Aircraft with an approved clearance may enter Austria 72 hours before or 72 hours after the day the clearance is valid.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

##### 1. Route of flight:

- a. Territory/FIR entry point (name and airway or nearest city, no coordinates), date/time (Z).
- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name and airway or nearest city, no coordinates), date/time (Z).

##### 2. Aircraft Information:

- a. Alternates: All back-up aircraft must also include tail numbers and call signs.
- b. Provide detailed purpose of flight. If applicable, include name of Exercise or Operation.

##### 3. Itinerary:

- a. Provide last airport aircraft departed from before entering Austrian airspace, and its ICAO designator.
  - b. For VFR flights, provide entry point (nearest town or point of entry) of Austrian airspace. Do not use coordinates.
  - c. Provide first airport aircraft will land at after departing Austrian airspace, and its ICAO designator.
- 4. Additional Crew Information:
  - a. Name of pilot along with the number of crewmembers must be submitted in the APACS request. If landing in Austria, include the names of all aircrew members on board.
- 5. Additional Cargo and Passenger Information:
  - a. If landing in Austria, include names and ranks of all passengers.
  - b. For MEDEVAC flights, provide patient's name and type of injury or illness.
  - c. Cargo: Give number of troops being transported and or nature of the cargo in general terms (i.e., type and amount of equipment). Include type and amount of weapons being transported. Hazardous or war material must be submitted on an [OR1 Form 6-OR1 HAZMAT - Austria](#) to [USDAO Vienna](#).
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Due to situations in which aircraft have been rerouted through Austrian airspace by EUROCONTROL without approval from the Austrian government, pilots and dispatchers must inform EUROCONTROL that they are a DoD commercial contract aircraft and require approval to enter Austrian airspace. Flying into Austrian airspace solely by EUROCONTROL instruction will result in an airspace violation.
- B. Report all changes requiring modification of the clearance to [USDAO Vienna](#) as soon as possible. If a last-minute revision of the aircraft's schedule calls for it to take off after 1000 CET on a duty day, submit the revised information to [USDAO Vienna](#) by phone as soon as possible after 0830 CET on the morning of that day.
- C. Notification is required if there is a change in:
  - 1. Type of aircraft.
  - 2. Radio call signs or serial numbers (if being used as callsigns).
  - 3. Itinerary which changes the date of departure outside the plus or minus 72 hours.
  - 4. Departure airfield prior to entering Austrian airspace.
  - 5. Destination airfield after departing Austrian airspace.
  - 6. Schedule with delays that preclude entry into Austrian airspace outside the plus or minus 72 hours which the clearance is granted.
- D. Aircraft not cleared for overflight or landing in Austria will not designate Austrian airports as alternates.
- E. Cargo containing Nuclear, Biological, or Chemical weapons, anti-personnel mines, and cluster ammunition are prohibited from transiting Austria unless transport is for immediate destruction. Contact [USDAO Vienna](#) for additional information.

- F. All aircraft requesting overflight and landing clearances must have airborne navigational equipment with proper frequencies to permit flight in accordance with International Civil Aviation Organization (ICAO) instrument flight requirements.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Aircraft not cleared for overflight or landing in Austria will not designate Austrian airports as alternates.
  - B. Military
    - 1. No information provided.

## Azerbaijan

ATTENTION: After initial clearance submission/approval, any change to call sign, aircraft type, cargo type, arrival or departure airfield(s), will automatically result in an invalidation of clearance approval. Notify [USDAO Baku](#) immediately if any such changes are made to the clearance request.

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. **NON-HAZMAT OVERFLIGHTS:** Commercial aircraft under contract to TRANSCOM that are not, repeat NOT, carrying HAZMAT cargo must obtain their permits and approvers for overflights of Azerbaijan through Azerbaijan civil aviation channels. They are not authorized to use the blanket clearance.
2. **HAZMAT OVERFLIGHTS:** The government of Azerbaijan has issued a blanket overflight clearance for DoD commercial contract aircraft in support of **OPERATION FREEDOM'S SENTINEL (OFS) or OPERATION RESOLUTE SUPPORT (ORS)**, that are carrying HAZMAT. The blanket overflight clearance number: **AZ-5023/15.03.19** is valid through 31 December 2019.
  - a. Only flights using the **CAMBER** call sign may use this blanket clearance.
  - b. Only flights originating from and departing to the following AIRPORTS may use this blanket clearance: **EBBR; EBCV; EBLG; EDDF; EDFH; EDDM; EDDT; EDDP; EDDS; EDDK; EDDM; EETN; EGLL; EGAA; EGPK; EGSS; EGUL; EGUN; EGNX; EINN; EPKK; EPWA; ETAD; ETAR; ETNG; ETOU; HDAM; HEBA; HECA; LBBG; LBSF; LBWN; LCLK; LBSF; LERT; LFPG; LFOK; LGAV; LGSA; LHBP; LICZ; LIPA; LIRA; LIRN; LIRP; LFTS; LOWW; LRCK; LRBS; LROP; LSGG; LTAC; LKPR; LTAG; LTBA; LTCE; LTCG; LTFA; LTFJ; LYBE; OADY; OAIX; OAMS; OAKB; OAKN; OASD; OASH; OAZI; OERY; OERK; OEJN; OEDF; OKAS; OKAJ; OKBK; OJAM; OJMS; OJHF; OJAQ; OJKF; OMAA; OMAM; OMAD; OMDB; OMDW; OMFJ; OMDM; OMSJ; OPRN; OBBI; OBBS; OOTH; OOMS; OOMA; ORAA; ORAT; ORBI; ORBD; ORTI; ORKK; ORBM; ORSH; ORNI; OTBD; OTBH; PGRO; UAAA; UACC; UCFM; UGTB; UGSB; UKBB; UTAA; UTPP; UTTT; UTDD; VIDP; VNKT.**
  - c. Only the following type aircraft may use this blanket clearance: B-350, B-707, B-737, B-747, B-757, B-767, B-777 BD-700, BE-20, CL-60, DHC-8, DC-10 and E-11A.
  - d. Submit both e-mail and fax to the below Republic of Azerbaijan government agencies and [USDAO Baku](#) using the [attached form](#) a minimum of **24** hours prior to overflight.
    - 1) **State Civil Aviation Administration of the Republic of Azerbaijan**  
E-mail: [h.khanmirzoyeva@caa.gov.az](mailto:h.khanmirzoyeva@caa.gov.az)  
Phone/Fax: 011-9-9412-498-6822.



- 2) "Azeraeronavigasiya" air traffic department  
of "Azerbaijan Airlines" Closed Joint Stock  
Company of the Republic of Azerbaijan

E-mail: [fdo@azans.az](mailto:fdo@azans.az)

Phone/Fax: 011-9-9412-493-1256

- 3) [USDAO Baku](#)

- e. HAZMAT must be declared using the attached document. Only submit HAZMAT items listed on the approved [UN spreadsheet](#). If listing a UN numbered item not on the list, your clearance will be denied by the government of Azerbaijan.

3. **HAZMAT LANDINGS:** The Government of Azerbaijan has issued a blanket landing clearance for DoD commercial contract aircraft in support of **OPERATION FREEDOM'S SENTINEL (OFS) or OPERATION RESOLUTE SUPPORT (ORS)**, that are carrying hazmat. The blanket landing clearance number: **AZ-5048/15.03.19** is valid until 31 December 2019.

- a. Only flights using the **CAMBER** call sign may use this blanket clearance.
- b. Only flights originating from and departing to the following AIRPORTS may use this blanket clearance: **EBBR; EBCV; EBLG; EDDF; EDFH; EDDM; EDDT; EDDP; EDDS; EDDK; EDDM; EETN; EGLL; EGAA; EGPK; EGSS; EGUL; EGUN; EGNX; EINN; EPKK; EPWA; ETAD; ETAR; ETNG; ETOU; HDAM; HEBA; HECA; LBBG; LBSF; LBWN; LCLK; LBSF; LERT; LFPG; LFOK; LGAV; LGSA; LHBP; LICZ; LIPA; LIRA; LIRN; LIRP; LFTS; LOWW; LRCK; LRBS; LROP; LSGG; LTAC; LKPR; LTAG; LTBA; LTCE; LTCG; LTFA; LTFJ; LYBE; OADY; OAIX; OAMS; OAKB; OAKN; OASD; OASH; OAZI; OERY; OERK; OEJN; OEDF; OKAS; OKAJ; OKBK; OJAM; OJMS; OJHF; OJAQ; OJKE; OMAA; OMAM; OMAD; OMDB; OMDW; OMFJ; OMDM; OMSJ; OPRN; OBBI; OBBS; OOTH; OOMS; OOMA; ORAA; ORAT; ORBI; ORBD; ORTI; ORKK; ORBM; ORSH; ORNI; OTBD; OTBH; PGRO; UAAA; UACC; UCFM; UGTB; UGSB; UKBB; UTAA; UTPP; UTTT; UTDD; VIDP; VNKT.**
- c. Only the following type aircraft may use this blanket clearance: B-350, B-707, B-737, B-747, B-757, B-767, B-777, BD-700, BE-20, CL-60, DHC-8, DC-10 and E-11A.
- d. Submit both e-mail and fax to the below Republic of Azerbaijan government agencies and [USDAO Baku](#) using the [attached form](#) a minimum of **24** hours prior to overflight.

- 1) **State Civil Aviation Administration of the Republic of Azerbaijan**

E-mail: [h.khanmirzoyeva@caa.gov.az](mailto:h.khanmirzoyeva@caa.gov.az)

Phone/Fax: 011-9-9412-498-6822.

- 2) "Azeraeronavigasiya" air traffic department of "Azerbaijan Airlines" Closed Joint Stock Company of the Republic of Azerbaijan

E-mail: [fdo@azans.az](mailto:fdo@azans.az)

Phone/Fax: 011-9-9412-493-1256

- 3) [USDAO Baku](#)

- e. HAZMAT must be declared using the attached document. Only submit HAZMAT items listed on the approved [UN spreadsheet](#). If listing a UN

numbered item not on the list, your clearance will be denied by the government of Azerbaijan.

B. One-time Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings that are not carrying HAZMAT, through Azerbaijani civil aviation channels. If denied, contact the [USDAO Baku](#) for assistance.
2. For overflight permissions and to coordinate payments, from AIP Azerbaijan GEN 4.1.1 (07 May 09), contact their Slot Coordination Center, phone/fax: 994-12-497-2784 / 2703; or e-mail: [ops@airport.az](mailto:ops@airport.az).
3. Section 4.1.2 of the same publication provides contact information for specific airports and ground handling companies. Questions regarding this matter may be referred to [BakuDaoClearance@state.gov](mailto:BakuDaoClearance@state.gov).
4. DoD commercial contract aircraft using a "CAMBER" (CMB) call sign must also state the name of carrier and carrier contact information.

C. Hazardous Cargo Permit

1. If the DoD commercial contract aircraft carrying HAZMAT is in support of OPERATION FREEDOM'S SENTINEL (OFS) or OPERATION RESOLUTE SUPPORT (ORS), then see above section I.A, above. For questions, contact the [USDAO Baku](#) for assistance.

II. LEAD-TIME AND VALIDITY (for APACS Blanket Clearance requests)

A. Lead-time:

1. 30 calendar days – Aircraft transporting HAZMAT.

B. Permit valid for:

1. ETA plus (+) 72 hours. (Notify [USDAO Baku](#) of early arrivals or cancellations).

III. CONTENT OF PERMIT REQUEST

A. No information provided.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Normally, direct flights departing or terminating in Armenia cannot overfly or land in Azerbaijan, but will be considered on a case-by-case basis. Approval is not to be assumed and clearance could be revoked midflight. US Embassy Baku does not recommend attempting. Recommended routing is a clearance departing or terminating in Georgia in between Azerbaijan and Armenia.
- B. Follow FIR procedures. As a result of occasional communication outages between Baku FIR and neighboring FIRs, all aircraft must contact Baku control at least 10 minutes prior to crossing the FIR boundary to ensure Baku control is in possession of the mission's flight plan.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Heydar Aliyev International Airport (UBBB) in Baku, Azerbaijan may be used as a technical stop only for cargo missions under contract to USTRANSCOM.
2. Lankaran International Airport (UBBL) and Ganja International Airport (UBBG) will not be used as a technical stop for cargo or passengers missions.

3. Baku (UBBB), Lankaran (UBBL), and Ganja (UBBG) may be used as weather alternates for cargo missions only and in-flight emergencies provided the aircraft has over flight permissions.
4. Aircraft that divert to Baku, Lankaran, or Ganja without an overflight clearance should expect major delays. Lankaran and Ganja may have fuel shortages.

B. Military

1. No information provided.

## Bahrain

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain approval for overflights and landings through [USDAO Manama](#).
2. In addition to a flight plan on file, the DoD commercial contract aircraft also requires a permit number issued by Bahrain civil aviation authorities.
3. Bahrain International Airport (OBBI).
  - a. Before scheduling any flight to Bahrain, obtain a PPR from the US Navy ATOC located at the Aviation Unit, Bahrain International Airport.
    - 1) Contact US Navy ATOC at commercial 011-973-1785-9623 or 011-973-1733-1868 (DSN 318-439-9623); commercial fax 011-973-1785-3481 (DSN 318-439-3481). The e-mail address for the US Navy ATOC Duty Officer is: [m-ba-ctf-53-atoc.duty@me.navy.mil](mailto:m-ba-ctf-53-atoc.duty@me.navy.mil).
  - b. Before scheduling any flight with non-ordnance cargo, coordinate with the receiving entity for follow-on transportation due to limited storage capacity at the US Navy Aviation Unit. For AA&E, coordinate with CTF-53 (011-973-1785-4609 or 011-973-1785-9291) for cargo being off-loaded at Bahrain International Airport and for the same requiring follow-on ground transportation support.
    - 1) Include a list of names, vehicles, and serial numbers for all weapons, communications and military equipment.
  - c. All flights receive an acknowledgment of their clearance request. Bahrain issues formal clearance numbers. Aircraft should give both the Bahrain clearance number and the separate embassy notification number issued by [USDAO Manama](#) as a reference to the civil aviation authorities and in the remarks section of the flight plan. (Example: AT/11/M/111B BHR-17-00900).

#### 4. ISA AIR BASE (OBBS).

- a. Provide a specific purpose for landing at OBBS. Do not use OIR or OEF as a purpose for landing at OBBS. Example for landing at OBBS includes:
  - 1) Hazardous Cargo, Weapons, or Ammunition. Ensure the Hazardous Cargo Aircraft Clearance Request Form is copied/pasted it (in Rich Text Format) "Hazardous Cargo" field within the "Cargo" tab of the APACS request.
  - 2) Communications Equipment - Include a description of equipment and serial number in the APACS request (i.e., Hydra Radio - S/N 000000).
  - 3) Personnel Movement - enter the name of the Unit receiving personnel in the APACS request.

- 4) General Cargo - enter the number of pallets or ICU containers in the APACS request. Ensure to include any general serial numbers associated with each container.
  - 5) Cargo Pick-Up – include in the APACS request if Aircraft is picking up cargo at OBBS.
- b. Aircraft requests require the following information:
- 1) APACS ID.
  - 2) Carrier Name.
  - 3) Type of aircraft.
  - 4) Call Sign.
  - 5) Mission Number.
  - 6) Tail Number.
  - 7) ETA/ETD.
  - 8) Amount of fuel required; if no fuel is required include the following statement: “no fuel required”.
  - 9) Specific purpose of mission; “Operation Freedom’s Sentinel” or “Support of Contingency Operations” is not acceptable.  
Examples: “Personnel and/or cargo transport ISO Company A, Battalion 3 or “DV transport for Operation Have-a-Conference.”
  - 10) Any coordination needed for pickup of cargo must be completed prior to submission along with a list of names/vehicles needing access onto ISA AB to receive such cargo and a good contact name/number for the transportation entity.
  - 11) Serial numbers for all weapons, communications, and military equipment arriving via aircraft to Isa Air Base must be included with the initial APACS request. Notify [USDAO Manama](#) via e-mail if flight is in support of a unit rotation. The addition of weapons or military equipment after initial APACS request is processed will result in a new request requiring the full lead-time.
  - 12) Weapon serial numbers for personnel arriving via aircraft to Isa AB or for unit swap outs should be included with the initial APACS request.
  - 13) EXPLOSIVES/HAZMAT: There are no HAZMAT class restrictions at OBBS. Aircraft carrying HAZMAT must receive a specific approval message from [USDAO Manama](#). Requestors must complete this Hazardous Cargo Aircraft Clearance Request Form and copy/paste it (in Rich Text Format) in the “Hazardous Cargo” field within the “Cargo” tab of the APACS.
    - a)NOTE: The APACS submitter is responsible for providing all required forms pertaining to weapons/HAZMAT/ammunition/communications gear and military cargo in the cargo section of the APACS request. This information may not be sent individually from the serviced unit or other planners.
- c. All flights receive an acknowledgment of their clearance request. Bahrain issues formal clearance numbers, although that is subject to

change. Aircraft should give both the Bahrain clearance number and the separate US Embassy notification number issued by [USDAO Manama](#) as a reference to the civil aviation authorities if necessary.

C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain approval for overflights and landings with explosive cargo through [USDAO Manama](#).
2. In addition to a flight plan on file, the DoD commercial contract aircraft also requires a permit number issued by Bahrain civil aviation authorities.
3. Obtain PPRs from the US Navy ATOC located at the Aviation Unit, Bahrain International Airport (OBBI).
4. EXPLOSIVES: Aircraft must receive a specific approval message from US Embassy Manama.
5. Submit a request for explosive cargo to [USDAO Manama](#) no later than 14 days prior to arrival.
6. Aircraft carrying HAZMAT Explosive Class 1.1 and 1.2 cargo is NOT authorized at Bahrain International Airport (OBBI) but IS authorized at Isa AB (OBBS).
- 7. See additional info above in One Time Permit section I.B.3-4.**

II. LEAD-TIME AND VALIDITY

A. Lead-time:

1. Seven (7) days – landing at Bahrain International (OBBI) without HAZMAT.
2. 14 days – landing at Bahrain International (OBBI) with HAZMAT.
3. 16 days – landings at Isa Air Base (OBBS) for transient aircraft.
4. Working hours of the government of Bahrain are from 0400Z - 1100Z (0700L – 1400L) Sunday through Thursday.
5. Working hours of [USDAO Manama](#) are 0500Z – 1330Z (0800L – 1630L) Sunday through Thursday.

B. Permit valid for:

1. Overflights – ETA plus or minus (+/-) 72 hours, up to 2400Z of the departure date.
2. OBBI – ETA plus or minus (+/-) 72 hours, up to 2400Z of the departure date.
3. OBBS – ETA plus (+) 72 hours. Coordination with US Air Ops at OBBS required prior to changing flight times within the plus 72 hours window. Changes to approved date/time outside of the plus 72 hours require submission of a new request hours.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- C. Incomplete requests will result in denial of clearance.
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report use of alternate aircraft or call signs as soon as possible.
- B. Aircraft must not carry any electronic reconnaissance materials or photographic equipment. Weapons may not be removed from aircraft.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. Bahrain International Airport (OBBI) will NOT, repeat NOT, be used for a technical stop or weather alternate.
- B. Military
  - 1. Isa Air Base (OBBS) will NOT, repeat NOT, be used for a technical stop or weather alternate.

## Bangladesh

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. One-time permits are treated as an aircraft overflight or landing request.
- C. Hazardous Cargo Permit
  - 1. Hazardous cargo may be permitted for handover to the Bangladesh government.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. Overflight and landing requests should be 29 days for routine missions.
- B. Permit valid for:
  - 1. Permits for overflight and landing are valid for 72 hours.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS.
- C. Route of flight:
  - 1. Territory/FIR entry point (name or coordinates), date/time (Z).
  - 2. Route of flight within territory or FIR of country.
  - 3. For landings, airport name and ICAO code, date/time (Z).
  - 4. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 5. Since all requests must be submitted to the MFA, accurate, clear, and detailed information is essential. Failure to provide all the data outlined will cause delay or denial of permit by GOB.
- D. In the “Aircraft” tab in APACS, include the following:
  - 1. Aircraft type:
    - a) Aircraft Tail Number and alternates.
    - b) Aircraft Call sign and alternates.
    - c) Any special services required (i.e., fuel and ground handling services).
  - 2. In the “Crew” tab in APACS, include the following:
    - a) Aircraft Commander’s name and rank.
    - b) Number of aircrew members.
  - 3. In the “Cargo” tab in APACS, include the following:
    - a) Number of passengers (if applicable).
    - b) Accurate list of cargo.
      - 1) A statement that the cargo contains no hazardous material to include military grade weapons and equipment. If the Aircraft is carrying this type of cargo for handover to the Bangladesh government, it must be listed in detail to include quantity and type of each item.
      - 2) Notice must be given in advance to ensure proper coordination can be made with the Bangladesh government.



4. If the aircraft permit request is classified, use SIPR APACS and include paragraph markings and downgrade instructions to ensure timely processing.

- E. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for permit request template and contact the permit approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Plan routing to avoid origination or termination in Israel. Direct flights which identify Israel as points of origin, transit, or termination are prohibited.
- B. Report changes, including maintenance or weather delays, changes of previously identified primary or alternate aircraft, etc., to [USDAO Dhaka](#) as soon as possible by e-mail or phone. Make all APACS changes and obtain approval prior to departure. Changes may require resubmission of the permit request to the Ministry of Foreign Affairs. Keep changes to a minimum to avoid delays in the Aircraft Permit request.
- C. Aircraft transporting or equipped with photographic equipment are prohibited in Bangladesh. Aircraft may not carry war-like materials (arms, ammunition, explosives, ABC gases, etc.).
- D. Night flying is prohibited in Bangladesh unless specifically permitted. Include requests for night flying in the aircraft permit request.
- E. No aircraft will fly below 8,000 feet AGL except under emergency conditions or weather; or above 40,000 feet AGL unless specifically permitted. If such activity is anticipated, include it in the aircraft permit request.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. None.
- B. Military
  - i. None.

## Barbados

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. None.
  - C. Hazardous Cargo Permit
    - 1. None.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. 14 business days prior to request.
  - B. Permit valid for:
    - 1. Requested ETA only.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the clearance request automatically with [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Grantley Adams International Airport (TBPB) is the only international airport in Barbados. It may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## Belgium

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract aircraft are authorized to use the Permanent Belgium Blanket clearances for overflights and landings to include aircraft carrying HAZMAT.
2. The [USDAO Brussels](#) must be notified, via APACS, in advance, of any mission landing in or overflying Belgian territory. **However, for overflight missions covered by blanket clearance USA 02 (see below), mission planners can assume clearance once the APACS request has been submitted with the proper lead time of six (6) days for this clearance.**
3. Carrier will use the company call sign unless mission requires a CAMBER call sign.
4. Overflights.
  - a. Diplomatic Clearance is automatic, for flights utilizing blanket clearance USA 02, (see below), provided the six (6) day lead time has been met for the APACS clearance.
  - b. It is not necessary to contact USDAO Brussels with changes when using the blanket clearances for overflight.
5. Landings.
  - a. Military airfields.
    - 1) PPRs are required and must be requested for all landings. USDAO Brussels will contact mission planners to give the PPR number with the exception of EBCV (planners must contact EBCV directly for PPRs). Also, note that Antwerp does not issue PPR numbers but will give confirmation. The fact that the PPR number should be left blank should be noted on all mission-planning paperwork.
    - 2) Link to EBMB [PPR Request](#).
  - b. Civilian airfields.
    - 1) Clearance will be granted through APACS. Blanket clearance will be used per section II.A.1.d, below. Note that EBBR does not allow takeoff's from 2200Z – 0400Z.
6. Permanent Belgium blanket clearances (calendar year 2020).
  - a. USA 01 – VIP Missions.
  - b. USA 02 – General passenger/cargo flights.
  - c. USA 03 – Transport of ICAO/IATA compliant dangerous cargo (includes HAZMAT).
7. Aircrews are required to file ICAO flight plans; consult the [Foreign Clearance Manual, Figure C2.F1](#).

#### B. One-time Permit

1. No information provided.

#### C. Hazardous Cargo Permit

1. See section I.A, above, Blanket Permit.

II. LEAD-TIME AND VALIDITY

A. Lead-time:

1. Six (6) days for any other flight using clearance USA 02.
2. HAZMAT: Mandatory (no exceptions) 15 days for hazardous cargo using blanket clearance USA 03. Note: When filling out the cargo section of an APACS request under "HAZMAT", a negative or positive response is required.

B. Permit valid for:

1. USA 02 (except HAZMAT) – ETA plus or minus (+/-) 24 hours.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- D. Ensure the HAZMAT entry in the cargo section of APACS request includes a response. Negative responses are required as well.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. No information provided.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. All civilian airports in Belgium may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

B. Military

1. No information provided.

## Belize

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1.No information provided.
  - B. One-time Permit
    - 1.DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval for overflights and landings to include aircraft carrying HAZMAT, through the MILGRP. The MILGRP coordinates requests with the Belize MOD.
    - 2.In the case of an actual aircraft emergency, the airport tower can approve overflights and landings.
  - C. Hazardous Cargo Permit
    - 1.DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through the MILGRP. The MILGRP coordinates requests with the Belize MOD.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1.Seven (7) days for one-time clearances.
    - 2.Only actual aircraft emergencies can be coordinated after duty hours or during weekends or holidays.
  - B. Permit valid for: 24 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS.
    - 1.Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Report cancellations as soon as possible.
  - B. Any time change of more than two (2) hours must be coordinated. Contact [USMLO Belmopan](#).
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1.No information provided.
  - B. Military
    - 1.No information provided.

## Benin

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1.No information provided.
  - B. One-time Permit
    - 1.DoD commercial contract aircraft must obtain permit for overflights and landings through Benin civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1.DoD commercial contract aircraft must obtain permit for overflights and landings for aircraft carrying HAZMAT through Benin civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1.Cadjehoun Airport (DBBB) in Cotonou, Benin may be used as a technical stop or as weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - B. Military
    - 1.No information provided.

## Bermuda

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The following are exempt clearance requirements:

- a. Overflights.
- b. In-flight emergencies.

#### B. One-time Permit

1. Aircraft notification to [US Consulate General Hamilton](#) is required for non-emergency landings. Clearance may be assumed unless notified otherwise.
2. DoD commercial contract aircraft must obtain approval for landings through APACS. The APACS request will then be coordinated with the MNGT office in the US Consulate and with the Government House, Department of Civil Aviation, and HM Customs and Immigration.
3. Aircraft landing or departing during non-duty hours (2300L – 0700L) must submit the [attached PPR Request](#) at least 24 hours prior to the planned day of flight and obtain approval prior to arrival.
4. Aircraft landing in Bermuda must complete the [attached PPR form](#) and e-mail to: [ado@skyport.bm](mailto:ado@skyport.bm) and [US Consulate General Hamilton](#).

#### C. Hazardous Cargo Permit

1. Aircraft notification to [US Consulate General Hamilton](#) is required for non-emergency landings for aircraft carrying HAZMAT.
2. Aircraft carrying hazardous cargo requires confirmed clearance and parking availability. HAZMAT is identified as Class 1, 2, 3, 4, 6, 7. Class 1 and 7 require additional processing times.
3. Aircraft landing in Bermuda must complete the [attached PPR form](#) and e-mail to: [ado@skyport.bm](mailto:ado@skyport.bm) and [US Consulate General Hamilton](#).

#### D. Commercial aircraft under contract to DoD/TRANSCOM that are dropping off/picking up passengers and/or cargo must complete [BCAA Flight Permit Application Form](#) at least 48 hours prior to flight landing in Bermuda per Air Navigation Order 2013, Article 135. Failure to complete form could lead to a fine. Transit aircraft that do not on load or off load passengers and/or cargo do not need to complete this form. Mail completed form to [flightpermits@bcaa.bm](mailto:flightpermits@bcaa.bm). Direct any questions to Peter Adhemar at [pnadhemar@bcaa.bm](mailto:pnadhemar@bcaa.bm) or phone (441) 299-8601. Refer to following web site for instructions: <https://www.bcaa.bm/sites/default/files/Web%20Docs/Forms/FORM-FO-FlightPermitApplication%20Rev%202.pdf>.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Non-Hazmat: Five (5) days.
2. Hazmat: Eight (8) days.

#### B. Permit valid for:

1. 72 hours.
2. Notify [US Consulate Hamilton](#) of arrivals plus or minus (+/-) six (6) hours from scheduled ETA.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS: None.
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report cancellations and changes as soon as possible.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian:
  - 1.No information provided.
- B. Military:
  - 1.No information provided.



## Bolivia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings through Bolivian civil aviation channels.
    - 2. All flights must be pre-coordinated through US Embassy La Paz, ECOPOL Section, 591-2-216-8438.
    - 3. US Embassy La Paz works with the Director General Civil Aviation (DGAC), 591-2-211-5515/4468, e-mail: [jurrutia@dgac.gob.bo](mailto:jurrutia@dgac.gob.bo).
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Bolivian civil aviation channels.
    - 2. All flights must be pre-coordinated through US Embassy La Paz, ECOPOL Section, 591-2-216-8438.
    - 3. US Embassy La Paz works with the Director General Civil Aviation (DGAC), 591-2-211-5515/4468, e-mail: [jurrutia@dgac.gob.bo](mailto:jurrutia@dgac.gob.bo).
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information available.
  - B. Permit valid for: No information available.
- III. CONTENT OF PERMIT REQUEST
  - A. No information available.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Due to a lack of radar coverage in the Bolivian FIR and heavy uncontrolled civilian aircraft activity off airways, entry to and exit from the Bolivian FIR may be accomplished only along published airways.
  - B. Flights into and out of Bolivia must follow International Civil Aviation Organization (ICAO) published air routes. (Fixed entry and exit points are valid - geo-coordinates are not acceptable.)
  - C. Each aircraft mission requires a separate request.
  - D. Bolivian weekend begins at 1200L Friday and ends at 0830L on Monday. During that time no request will be worked. Additionally, permit changes will not be processed on Bolivian holidays.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information available.
  - B. Military
    - 1. No information available.

## Bosnia & Herzegovina

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain approval for overflights and landings through USDAO Sarajevo.
2. Slot times are mandatory and must be coordinated with the respective local airport authorities for all landings of commercial contract aircraft a minimum of 72 business hours before landing. The points of contact are:

##### a. Sarajevo:

- 1) Phone: 011-387-33-289-123 / 124
- 2) Fax: 011-387-33-467-127
- 3) Link: <http://www.sarajevo-airport.ba/tekst.php?lang=bos&id=8&kat=2>

##### b. Tuzla:

- 1) Phone: 011-387-35814-241 (ext 8005 / 2118); DSN: 314-762-8005 / 2118
- 2) Fax: 011-387-35-814-241 (ext 8048); DSN: 314-762-8048
- 3) Link: <http://www.tuzla-airport.ba/>

##### c. Mostar:

- 1) Phone: 011-387-36-350-010 (ext 27176)
- 2) Fax: 011-387-36-350-166 (ext 216)
- 3) Link: <http://mostar-airport.ba/en/carriers-service-slot-approval>

##### d. Banja-luka:

- 1) Phone: 011-387-51-830-421
- 2) Fax: ask for tone
- 3) Link: <http://banjaluka-airport.com/index.php/en/2013-01-11-22-31-54>

##### e. Slot time authority: Combined Air Operations Center5 (CAOC5):

- 1) Phone: 011-39-0532-828-505

#### C. Hazardous Cargo Permit

1. USDAO Sarajevo will process landings for DoD commercial contract flights carrying HAZMAT, DVs (O-7 equivalent and above), and weapons and ammunition through the Bosnia and Herzegovina's Ministry of Foreign Affairs (MFA).
2. Slot times are mandatory and must be coordinated with the respective local airport authorities for all landings of commercial contract aircraft a minimum of 72 business hours before landing. See POCs listed I.B.2, above.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: 14 days

#### B. Permit valid for:

1. ETA plus (+) 72 hours. Slot times must be updated with the airport and in APACS to reflect exact dates and near exact times of arrival. Other landings are valid for 24 hours and must be updated in APACS.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  2. For all US aircraft landing in Bosnia and Herzegovina in which crew departs aircraft/airport and/or for RON's in that country, clearance request must include names and passport numbers of all crew members.
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact [USDAO Sarajevo](#) directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft and equipment supporting Operation Resolute Support or NATO operations will have free and unrestricted passage and unimpeded access throughout Bosnia and Herzegovina, including Bosnian airspace and territorial waters.
- B. Comply with the Bosnia’s Aeronautical Information Publication and NOTAMs.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information provided.
- B. Military
  1. No information provided.

## Botswana

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Botswana civil aviation channels. If permit must be obtained through the US Embassy, the [USDAO Gaborone](#) or OSC Gaborone will assist in coordinating a note to the Botswana MFA and MOD. The MOD OPS will then issue a clearance number.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Botswana civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Brazil

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DOD COMMERCIAL CONTRACT AIRCRAFT MUST OBTAIN OVERFLIGHT AND/OR LANDING CLEARANCE THROUGH USDAO BRASILIA IF:

- a. Transporting hazardous cargo, explosives, or war material (military equipment of a hazardous nature).
- b. Transporting armed troops as part of an armed contingent or with the intent of taking part in an active conflict.
- c. Equipped with sensors and or equipment used for aeronautical or scientific research.
- d. Equipped with military equipment or aircraft has military characteristics.
- e. Aircraft intends on parking on a military airfield or parking apron.
- f. Aircraft will be used to take part in search and rescue efforts.

2. IF ONE OF THE CATEGORIES IN I.B.1, above, APPLIES THEN DOD COMMERCIAL CONTRACT AIRCRAFT MUST SUBMIT FOR OVERFLIGHT AND/OR LANDING CLEARANCE APPROVAL VIA APACS USING FORM ICA 55-36/2010 AS A GUIDE ([select linked attachment to view Form 55-36/2010](#)).

3. DoD commercial contract aircraft will work directly with the Brazilian civil aviation authorities IF one of the categories in I.B.1, above, DOES NOT APPLY.

4. The USDAO Brasilia works with Sistema de Informatica y Telecomunicaciones de las Fuerzas Aereas Americanas (Information and Telecommunications System of the American Air Forces) (SITFAA).

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through USDAO Brasilia.

2. See I.B, above, (One-Time Permit) for additional info.

3. The following information must be provided via APACS for each item being transported:

- a. Nomenclature
- b. UN Number
- c. Pieces
- d. Weight in lbs and in kg
- e. N.E.W.
- f. Class

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. For aircraft carrying hazardous cargo, explosives or war materials (military equipment of a hazardous nature): 15 days.

- a. This applies to both overflights and landings.
- b. Brazilian authorities have stated that there will be no exceptions.

2. For aircraft transporting armed troops as part of an armed contingent or with the intent of taking part in active conflict: 20 days.
3. For aircraft with sensors and or equipment used for aeronautical or scientific research: 20 days.
4. For aircraft equipped with military equipment or aircraft having military characteristics: Four (4) days
5. For aircraft intending on parking on a military airfield or ramp: Four (4) days
6. For aircraft to be used in search and rescue efforts: As soon as possible.
7. No request is considered received for lead-time purposes until it contains all required information.
8. USDAO Brasilia and Brazilian authorities process Aircraft Clearance Requests only during normal duty hours. After duty hours and on weekends and holidays, they process only messages with "immediate" precedence requesting urgent short-notice clearance.

B. Permit valid for:

1. 12 hours prior and Four (4) days (96 hours) after scheduled departure time (Z).
  - a. Clearance is not valid for early entry. If the traveler plans to enter Brazilian airspace earlier than originally requested, travelers must submit a change request per the above procedures.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Registration number entered in the International Flight Plan must match tail number entered on aircraft overflight and landing request submitted via APACS.
  2. Any short-notice clearance request must include a justification for not meeting the lead-time and the major command point of contact who authorized the request.
  3. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z)
    - b. Route of flight within territory or FIR of country
    - c. Territory/FIR exit point (name or coordinates), date/time (Z)
  4. List the following aircraft information:
    - a. Air Carrier name
    - b. Detailed purpose of the mission
    - c. Aircraft type
    - d. Aircraft Registration number
    - e. Aircraft Call-sign
  5. List the following information for all aircrew members and passengers regardless if requesting an overflight or landing clearance in Brazilian airspace:
    - a. Name of each crew member & crew position and each passenger.
    - b. Passport number.
    - c. Passport expiration date.
    - d. Date of birth.
    - e. Brazilian visa number (when landing in Brazil).
    - f. Brazilian visa expiration date (when landing in Brazil).

6. All flights carrying hazardous cargo and/or war materials (weapons/ammunition) will provide the following information in the following format:  
(Fill out the linked [Hazardous Cargo Inventory document](#))
  - a. Nomenclature (shipping name)
  - b. UN Code #
  - c. Quantity (number of units)
  - d. Weight (kg)/Volume (m3)
  - e. N.E.W.
  - f. UN Class
7. Specify whether parking on military airfield or apron is being requested within the itinerary section "Other Logistical Support" subsection.
- C. During contingency operations when APACS is not available complete Form ICA 55-36/2010. ([Select linked ICA 55-36/2010 document](#)).
  1. Complete Form ICA 55-36/2010 in its entirety using the supplied instructions.
  2. Once complete forward completed document to [USDAO Brasilia](#); Attention Airborne Mission Technician (AMT)/Aircraft APACS Clearance Approver. Ensure Point of Contact (POC) information is accurate. Include e-mail and good phone number(s).
  3. Upon reception of Form ICA 55-36/2010 by USDAO, an approval can be expected in approximately two-five (2-5) business days.
  4. Once approval is returned to USDAO Brasilia from local Brazilian authorities, an overflight and/or landing clearance will be returned to the POC in the form of an AVOEM. The AVOEM number will be your overflight and/or landing authorization.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft must not enter Brazilian airspace prior to the date and time approved in the diplomatic clearance, and they must enter only at the approved entry point. Any aircraft failing to comply will receive an airspace violation from the Brazilian government.
  1. Any delay exceeding four (4) days (96 hours) requires a new Aircraft Clearance Request.
- B. Notify [USDAO Brasilia](#) by phone and e-mail with any changes to the content of the clearance request before the aircraft enters the Brazilian FIR. Clearance request will not be processed until the changes are received via e-mail. Particularly important are changes of aircraft serial number, type of aircraft, FIR entry or exit points; route of flight in the Brazil FIR; and the date and time of arrival or departure. The minimum lead-time requirements apply for any changes in routes and/or landings.
- C. Use only the call sign specified in the clearance request. Use of a different call sign, mission number, or tail number will lead to a report of overflight violation.
- D. Brazil does not issue plane-side visas: All aircrews and passengers should obtain visas before traveling to Brazilian territory, even if they do not intend to leave the aircraft.
  1. If the aircraft breaks down and the aircrew and/or passengers do not have visas, Brazilian Federal Police will not allow the personnel to exit the aircraft, and they will be confined to the aircraft until it is fixed or made ready for departure.
- E. Mission planners and aircrews flying missions inside Brazilian airspace are advised to check the NOTAMS for preferred route information between Brazilian cities, and to

utilize those preferred routes when submitting their Brazil overflight and landing requests.

1. Failure to request the preferred routing between Brazilian cities that are listed in the NOTAMS will cause delays in receiving overflight and landing clearances from the Brazilian authorities.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. The following airports in Brazil may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - a. Recife – Guararapes-Gilberto Freyre International Airport (SBRF)
  - b. Rio de Janeiro – Galeao International Airport (SBGL)
  - c. Manaus – Eduardo Gomes International Airport (SBEG)

B. Military

1. No information provided.



## Bulgaria

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The Ministry of Foreign Affairs has granted a permanent blanket (bloc) clearance for all overflight and landings valid from 13 September 2017 through 13 September 2018 for all DoD civilian contracted commercial aircraft, including aircraft transporting DVs and HAZMAT.
2. List the clearance number, 5 -17, in item 18 ("Other Information") of the ICAO flight plan.
3. Each landing also requires advance notification by e-mail to [USDAO Sofia](mailto:USDAO Sofia) and [ops@eurojet-service.com](mailto:ops@eurojet-service.com) or by fax to 011-359-2-937-4795 at least 72 hours prior to the planned entry into Bulgarian airspace.
4. In an emergency, notify the US Embassy duty officer by phone: 011-359-2-937-1272 as soon as possible.
5. The advance notification must include the following and must be in this required format (specific data provided below is only an example to show the required format):
  - a. Type of aircraft: B-747
  - b. Call sign: BERRY 74
  - c. Entry point and time: ENTER/TIME: SOMOV/1740Z, 24 OCTOBER 2018
  - d. Landing location and time: LAND/TIME: SOFIA/1810Z, 24 OCTOBER 2018
  - e. Departure location and time: DEPART/TIME: SOFIA/0530Z, 26 OCTOBER 2018
  - f. Landing location and time: LAND/TIME: PLOVDIV/0600Z, 26 OCTOBER 2018
  - g. Departure location and time: DEPART/TIME: PLOVDIV/0600Z, 26 OCTOBER 2018
  - h. Exit point and time: EXIT/TIME: SOMOV/1522Z, 26 OCTOBER 2018
  - i. Additional services: (for example, fuel estimate, fleet service, HOTRES, ice or transportation)
  - j. HAZMAT or DVs: (List any HAZMATs or DV codes.)

#### B. One-time Permit

1. See Blanket Permit, I.A, above.

#### C. Hazardous Cargo Permit

1. The Ministry of Foreign Affairs has granted a permanent blanket (bloc) clearance for all overflight and landings valid from 13 September 2017 through 13 September 2018 for all DoD civilian contracted commercial aircraft, including aircraft transporting DVs and HAZMAT. See I.A, above for details.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Three (3) days
2. Exceptions to this requirement will be granted only for documented emergencies such as medical evacuations.

3. Justification is required for not meeting this lead time.

B. Permit valid for:

1. Authorizations are valid until the mission is completed except for:

- a. Cancellations.
- b. Changes in the original Aircraft Clearance request.
- c. Emergencies.

2. In the three cases listed above, an updated Aircraft Clearance request must be e-mailed to the 24-hour operations center of EURO JET at [ops@eurojet-service.com](mailto:ops@eurojet-service.com).

3. Authorizations are not valid for any time earlier than stated in the Aircraft Clearance request.

4. For additional information, contact [USDAO Sofia](#).

III. CONTENT OF PERMIT REQUEST

A. Prepare and submit the permit request automatically via [APACS](#).

B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name or coordinates), date/time (Z).

2. List any HAZMAT or DV codes.

C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

A. Recommended flight route for blanket clearance 5-17 is:

1. Southbound: enter at BULEN, UL605 to RIXEN, exit at RIXEN.
2. Northbound: enter at MAKOL, UL602 to KOMAN, exit at KOMAN.

B. Aerial photography is prohibited.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. All airports in Bulgaria may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

B. Military

1. No information provided.

## Burundi

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1.No information provided.
  - B. One-time Permit
    - 1.Permission from the Government of Burundi is required for all overflights and landings, including rescue missions.
  - C. Hazardous Cargo Permit
    - 1.No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1.10 days
  - B. Permit valid for:
    - 1.ETA plus or minus (+/-) 72 hours
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#) or if classified, <https://apacs.milcloud.smil.mil/apacs>.
  - B. If the Aircraft Clearance Request is classified, use SIPR APACS and include paragraph markings and downgrade instructions to ensure timely processing.
  - C. During contingency operations when APACS is not available reference the Foreign Clearance Manual, Figure C2.F1 for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
  - D. [USDAO Bujumbura](#) contact information.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Inform [USDAO Bujumbura](#) of any changes or cancellations to clearance requests.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1.Bujumbura/Bujumbura (HBBA).
  - B. Military
    - 1.No information provided.

## Cabo Verde

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The blanket clearance for the calendar year of 2020 is 78/AAC-ARE/2019.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain authorization for overflights and landings through diplomatic channels by submitting an APACS request to [US Embassy Praia](#).
2. DoD commercial contract aircraft must submit the following information ahead of time: Contact information for the operator of the aircraft, purpose of the operation, and a list of HAZMAT and/or weapons and ammunition.

#### C. Hazardous Cargo Permit

1. Aircraft carrying hazardous materials may not land in Cabo Verde.
2. DoD commercial contract aircraft must obtain authorization for overflights and landings through diplomatic channels by submitting an APACS request to [US Embassy Praia](#).
3. DoD commercial contract aircraft must submit the following information ahead of time: Contact information for the operator of the aircraft, purpose of the operation, and a list of HAZMAT and/or weapons and ammunition.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: 14 days.

#### B. Permit valid for: ETA plus (+) 72 hours.

1. Advise [US Embassy Praia](#) of any changes in arrival time.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS: None.

#### C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. Report cancellations.

#### B. Aircrew and passengers may not disembark from the aircraft if those travelers have been to Ebola affected countries in the past 30 days.

#### C. Aircraft bound for Cabo Verde from Africa should contact Cabo Verde fixed base operations, prior to departure, as to the need for disinsection. If required, **disinsection should be performed at the last point of departure prior to arrival in the country**, with treatment being effective for the duration of a single flight. Disinsection must take place after the aircraft is fully loaded with cargo, if applicable, and prior to the commencement of crew or passengers boarding.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. The following airports at Cabo Verde may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

- a. Amilcar Cabral (GVAC) on Sal Island
- b. Nelson Mandela International Airport (RAI) in Praia
- c. Cesaria Evora International Airport (VXE) in Sao Vicente

B. Military

1. No information provided.

## Cambodia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft (carrying military cargo and/or passengers or performing a military mission) must obtain permission to land in or overfly Cambodia through the [USDAO Phnom Penh](#). Use APACS for request.
  - C. Hazardous Cargo Permit
    - 1. No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 21 days.
    - 1. Approvals usually granted no earlier than 24 hours prior to arrival at Cambodian FIR.
  - B. Permit valid for: 72 hours before and after original ETA.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
    - 1. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
        - 1) Requests that only include coordinates will be returned for clarification.
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
        - 1) Requests that only include coordinates will be returned for clarification.
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Once an aircraft has received clearance from the Cambodian government, file an ICAO flight plan before entering Cambodian airspace. Upon entering Cambodian airspace, contact Phnom Penh Control on 127.5. Refer to call sign when contacting tower. If unable to contact the tower, continue trying until successful. VFR flights at all flight levels are required to follow these procedures.
  - B. Neither the instrument approaches nor airfield lighting at Phnom Penh and Siem Reap meet ICAO standards; however, commercial flights do operate during darkness.
  - C. Any change to arrival schedule or other clearance information requires resubmission or modification through APACS, fax or e-mail at least four (4) days in advance of the new arrival or date time.
  - D. All routes of flight are authorized for Phnom Penh, Sihanoukville and Siem Reap.

- E. Entering or exiting Cambodian airspace at 1102N/60611E (Sapen) requires Vietnamese flight clearance. Do not use this route unless the flight is landing in Vietnam and has complied with the requirements of the [Vietnam](#) FCG entry.
- F. Sihanouk International airport is now a viable airport. Aircraft wanting to travel to this airport must do so during daylight hours.
  - 1. Landing clearance for Sihanoukville requires additional processing time. Provide four (4) weeks lead time when requesting to land in Sihanoukville.
  - 2. For aircraft up-loading/off-loading cargo, provide cargo info to [USDAO Phnom Penh](#) by e-mail, three (3) weeks prior to mission.
- G. Aircraft offloading HAZMAT, or sensitive items/special cargo must first land in Phnom Penh before embarking to other in-country airports.
- H. Provide details to USDAO Phnom Penh OPSNCO for all night-time flights/low-level flights/parachute ops related flights, four (4) weeks prior to obtain clearances. Include a matrix for in-country flights for all rotary and/or fixed wing aircraft to include a simple map outlining routes.
- I. Aircraft are authorized to fly the XONAN/BENSA FIR without clearance. Air crew is still required to inform the USDAO Phnom Penh and tower that it will fly that route.
- J. If the arrival time changes (anything over one hour) on the day of the mission, contact the following by both e-mail: [USDAO Phnom Penh](#).
- K. All cancellations and/or delays require eight (8) working hours advance notification to airport authorities via [USDAO Phnom Penh](#). Failure to notify USDAO Phnom Penh within eight (8) working hours of cancellations or delays will result in a 20% ground handling charge.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Canada

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Canadian civil aviation channels.
    - 2. DoD commercial contract aircraft will work directly with the Canadian civil aviation authorities to file an FAA or ICAO flight plan.
    - 3. If visits meeting the DV/VIP criteria in the FCG for Canada, regardless if DoD owned or DoD contracted, aircraft require formal diplomatic notification, and primary POC is DFAIT (Foreign Affairs and International Trade Canada) and Minister of National Defense.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Canadian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.



## Chile

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain approval for overflights and landings to include aircraft carrying HAZMAT, through the Direccion General Aeronautical Civil (DGAC) office via their website: [www.dgac.cl](http://www.dgac.cl).
    - 2. Once the carrier updates the aircraft information on the overflight and landing clearance tab on the website, information will go directly to POC, a response will be directly returned via e-mail to submitter.
  - C. Hazardous Cargo Permit
    - 1. No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. **Aircraft inbound to Chile must be sprayed prior to arrival.** Disinsection should be performed at the last point of departure prior to arrival in the country, with treatment being effective for the duration of a single flight. Disinsection must take place after the aircraft is fully loaded with cargo, if applicable, and prior to the commencement of crew or passengers boarding.
  - B. **Aircrews must document the General Declaration indicating the insecticide product, dose per cubic meter, and cubic meters of each cargo area.**
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 2. No information provided.

## China

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Chinese civil aviation channels.
    - 2. DoD commercial contract aircraft are treated as commercial aircraft by China.
    - 3. Overflights of China carrying US military troops with weapons are subject to commercial regulations.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Chinese civil aviation channels.
    - 2. Aircraft flying within the PRC are prohibited from carrying explosives, inflammables, firearms, ammunition, and other articles proscribed by the PRC.
    - 3. DoD commercial contract aircraft are treated as commercial aircraft by China.
    - 4. Overflights of China carrying US military troops with weapons are subject to commercial regulations.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Deviation from the approved air corridor and entry or exit points is prohibited.
  - B. For flights landing in China, departure flight plans should be e-mailed to Trans Asia at [Operation@trans-asia.cn](mailto:Operation@trans-asia.cn) for filing. This is a requirement even for flights who electronically file their flight plans via their US dispatchers.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Colombia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft MUST obtain permission for overflights and landings, through Colombian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Colombian civil aviation authorities.
3. The Colombian government does not require and will not approve diplomatic clearance for DoD commercial contract aircraft.
4. USDAO Bogotá cannot accept any requests for diplomatic clearance for DoD commercial contract aircraft.
5. DoD personnel and DoD sponsored personnel flying sustained missions over Colombia or border regions (Ecuador, Venezuela, Panama, and Peru) in DoD commercial contract aircraft are required to call the Colombia Personnel Recovery Coordination Cell (PRCC) to determine the need for and scheduling of High Risk of Isolation (HRI) training.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft MUST obtain permission for overflights and landings for aircraft carrying HAZMAT, through Colombian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Colombian civil aviation authorities.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: No information provided.
- B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircrews overflying or landing on Colombian territory must adhere to flight clearances as approved, file an IFR flight plan, and comply strictly with ICAO procedures.
- B. Colombia has announced that it intends to enforce aeronautical rules strictly within its sovereign airspace, including by intercept, if warranted. Accordingly, the Colombian Air Force has orders to intercept and obtain a positive identification of any unauthorized aircraft entering Colombian airspace. Pilots must understand and follow ICAO interception signals should intercept occur.
- C. Due to ongoing combat operations, the Colombian Air Force has prohibited flights below 10,000 feet in the following area of Colombian airspace and will consider any aircraft flying below 10,000 ft. in this area without authorization to be hostile.
  1. 035500N / 742200W  
035500N / 710000W

000000N / 710000W  
010000S / 730000W  
010000N / 760000W  
015000N / 760000W

2. [USDAO Bogota](#) recommends that US aircraft avoid that area and the immediate vicinity until notified otherwise.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

- 1.No information provided.

B. Military

- 1.No information provided.

## Comoros

### VI. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The blanket clearance for the calendar year of 2021 is N 20-644-DTA-10-ANACM valid from 01 January through 31 December 2021.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain authorization for overflights and landings through diplomatic channels by submitting an APACS request to the [USDAO Antananarivo](#).

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, by submitting an APACS request to the [USDAO Antananarivo](#).
2. DoD commercial contract aircraft must submit the following information ahead of time: Contact information for the operator of the aircraft, purpose of the operation, and a list of HAZMAT.

### VII. LEAD-TIME AND VALIDITY

#### A. Lead-time: 21 days.

#### B. Permit valid for: ETA plus (+) 72 hours.

#### C. Advise US Embassy, the [USDAO Antananarivo](#) of any changes in arrival time.

### VIII. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS: None.

#### C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IX. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. Report cancellations.

#### B. Aircrew bound for Comoros from Africa should contact Comoros fixed base operations, prior to departure, as to the need for disinsection. If required, disinsection should be performed at the last point of departure prior to arrival in the country, with treatment being effective for the duration of a single flight. Disinsection must take place after the aircraft is fully loaded with cargo, if applicable, and prior to the commencement of crew or passengers boarding.

### X. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. The following airports at Comoros may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

- 1) Moroni, Grand Comore/Hahaia (FMCH)

- 2) Anjouan, Comoros/Ouani (FMCV)
- 3) Moheli, Comoros/Brandaressalam (FMCI)

B. Military

- 1.No information provided.

## Congo, Democratic Republic

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Congolese civil aviation channels.
    - 2. DoD commercial contract aircraft will work directly with the Congolese civil aviation authorities.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Congolese civil aviation channels.
    - 2. DoD commercial contract aircraft will work directly with the Congolese civil aviation authorities.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Extreme caution must be exercised within a 25-nautical-mile (nm) radius of Kinshasa's N'Djili airport, which is employed for extensive training operations involving military jets as well as conventional aircraft.
    - 1. This can include live firing at a gunnery range 12 nm northeast of the runway and unannounced parachute training one nautical mile south of the airport.
  - B. Night flights are prohibited outside of control zones except for multi-engine aircraft with a qualified navigator aboard.
    - 1. Airport lighting service and radio aids must be requested in advance.
    - 2. Extreme caution is recommended because airport facilities such as radio navigation aids, air traffic control, control towers, direction-finding, lighting, and crash equipment may not be reliable or even operational.
  - C. No radar service is available.
  - D. Aerial photographs are prohibited.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Croatia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM may utilize the monthly Blanket Clearance for overflights and landings by obtaining permission through USDAO Zagreb via APACS.
2. All deviations to a monthly blanket clearance, which include modifications to Croatian entry/exit points shall be required to notify USDAO Zagreb at least three (3) business days prior to airspace entry.
3. It is requested to notify [USDAO Zagreb](#) via APACS and e-mail.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through [USDAO Zagreb](#) via APACS.
  - a) Clearance requests for overflight or landing missions in support of Operation Resolute Support (ORS) and Operation Inherent Resolve (OIR) must be clearly identified as such in order to receive expedited clearance processing. Croatia considers ORS and OIR missions to be limited to those in support of operations in Afghanistan, and in Iraq, respectively.
  - b) Clearance requests for overflight or landing missions in support of KFOR must be clearly identified as such to receive expedited clearance processing.
  - c) Note that expedited clearance processing can be requested for the above operations, although receipt of clearance approval usually takes no less than 24 hours, even under expedited circumstances

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT through [USDAO Zagreb](#) via APACS. Request all HAZMAT be identified within APACS, utilizing UN # identification.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Seven (7) business days. The lead-time for aircraft clearance is strictly enforced. USDAO Zagreb will process aircraft clearance requests as received, and any requests not meeting lead time should be followed with an e-mail and a phone call to [USDAO Zagreb](#) personnel for situational awareness. This will not guarantee approval, but it will increase probability of short-notice approval.

#### B. Permit valid for:

1. No more than 48 additional hours after the original approved time and no more than 24 hours prior to the original approved time.
2. If aircraft landings are cancelled, update APACS and also inform [USDAO Zagreb](#) via e-mail, in order to ensure host-nation is notified of cancellation.



### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](https://apacs.milcloud.smil.mil/apacs), or if classified, <https://apacs.milcloud.smil.mil/apacs>.
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  - 1. Route of Flight:
    - a) Territory/FIR entry point (name or coordinates), date/time (Z).
    - b) Route of flight within territory or FIR of country.
    - c) Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Specific description, and quantities, of any hazardous cargo to (include United Nations classification system numbers and categories).
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Croatia and Serbia have a formal air traffic agreement that includes changeover provisions.
- B. No US aircraft is authorized to fly low-level within Croatian airspace unless prior approval is given by the USDAO Zagreb in conjunction with the Croatian Ministry of Defense.
- C. Landing at Zagreb (LDZA): All US aircraft will park on the civilian side of Pleso airfield, not the military side unless previously arranged through [USDAO Zagreb](#). All passengers must go through Croatian customs when arriving in Zagreb. Request exceptions to this restriction from USDAO Zagreb at least three (3) working days in advance. Note: Larger Aircraft (C-130 and larger) will be unable to park on the military side of Pleso airfield due to weight and wingspan limits.
- D. Landing at Zadar (LDZD): All US aircraft smaller than a C-17 will park on the Zemunik Airbase side of the airport due to space restrictions with prior coordination (NLT three (3) working days prior). Larger aircraft cannot park on the Zemunik Airbase side due to weight and wingspan limits. The civilian Zadar airport can only park two (2) aircraft at a time and will only allow parking in those spaces with advance notice (NLT five (5) working days). It will be very difficult to obtain parking permission during the summer months at the civilian airport due to peak tourism season.
- E. Landing at Split (LDSP): All US aircraft may park on the available ramp space as assigned by ground operation at LDSP. Overnight parking is prohibited for aircraft larger than a UC35 between the months of June to September.
- F. Landing at Dubrovnik (LDDU): All US aircraft may park on the available ramp space as assigned by ground operation at LDDU. Overnight parking is prohibited for aircraft larger than a UC35 between the months of June and September.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Curacao

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

- 1.No information provided.

#### B. One-time Permit

- 1.DoD commercial aircraft under contract to USTRANSCOM obtain their overflight permissions and landing permits through civil aviation channels.
  - a. If there are problems obtaining approvals, contact [USDAO The Hague](#).
- 2.DoD commercial contract missions **flying counterdrug and/or counternarcotic missions** may overfly and land in Curacao pending APACS approval by [USDAO The Hague](#). Submit APACS request 10 days in advance.
- 3.DoD commercial contract aircraft **not flying counterdrug and/or counternarcotic missions** may require an exception to policy through a diplomatic note to the government of the Kingdom of The Netherlands.
  - a. Contact [USDAO The Hague](#) for guidance.

#### C. Hazardous Cargo Permit

- 1.DoD commercial aircraft under contract to USTRANSCOM obtain their overflight permissions and landing permits (including missions carrying HAZMAT) through civil aviation channels.
  - a. If there are problems obtaining approvals, contact [USDAO The Hague](#).
- 2.DoD commercial contract missions **flying counterdrug and/or counternarcotic missions** may overfly and land in Curacao pending APACS approval by the MLO Curacao. Submit APACS request 10 days in advance. HAZMAT must be declared in the APACS request.
- 3.DoD commercial contract aircraft **not flying counterdrug and/or counternarcotic missions** may require an exception to policy through a diplomatic note to the government of the Kingdom of The Netherlands.
  - a. Contact [USDAO The Hague](#) for guidance.

### II. LEAD-TIME AND VALIDITY (For APACS requests)

#### A. Lead-time:

- 1.Curacao Forward Operating Location (FOL) direct support flight: 14 days.
  - a. Due to commercial communications delays, allow as much additional time as possible. All requests must be sent by official message.
- 2.PPR landings at FOL: 14 days. Requestor must call (FOL) Curacao [Aeropuerto Internacional Hato/Curacao International Airport (TNCC)] if landing at Aeropuerto Internacional Hato (TNCC). US COMM: 520-334-6003 / 6019.
- 3.Non-FOL flight: 14 days.
  - a. Due to commercial communications delays, allow as much additional time as possible.
- 4.Aircraft carrying Hazardous Cargo and/or materials: 14 days.
  - a. Any additional resources required to secure hazardous cargo and/or material must be coordinated with the FOL before a PPR will be granted.

#### B. Permit valid for: Unstated. For additional information, contact [USDAO The Hague](#).

- III. CONTENT OF PERMIT REQUEST (For APACS requests)
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. When personnel changes to the original Aircraft Clearance Request are necessary due to operational requirements it is not necessary to submit a new clearance request. Submit the required information via e-mail or fax to [USDAO The Hague](#).
  - B. Any changes in other conditions set forth in the initial request, except slight modification in ETA (seven (7) days), will invalidate clearance and constitute requirement for a new clearance and re-issue of PPR number.
  - C. Report cancellations as soon as possible.
  - D. A PPR will not be issued until the aircraft diplomatic clearance has been issued.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Hato International Airport (TNCC) in Williamstad, Curacao may be used as a technical stop or as a weather alternate for cargo and passengers missions.
  - B. Military
    - 1. No information provided.

## Cyprus

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial aircraft under contract to USTRANSCOM obtain their overflight permissions and landing permits through [USDAO Nicosia](#) via APACS.
    - 2. USDAO will coordinate permit requests with the Cyprus MFA.
  - C. Hazardous Cargo Permit
    - 1. No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 14 days
  - B. Permit valid for: Plus (+) 72 hours after requested ETA.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
    - 1. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
        - 1) Requests that only include coordinates will be returned for clarification.
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. NOTE: Aircraft should ONLY communicate with Nicosia ATC and should NOT communicate with ERCAN/TYMBOU when operating within the Nicosia FIR.
  - B. Report cancellations, flight delays in excess of six (6) hours giving a new ETA, and other changes as soon as possible. For delays in excess of 72 hours, renew the clearance request following the time requirement for original requests.
  - C. Avoid overflying Cyprus whenever possible.
  - D. Flights from Turkey that overfly the Nicosia FIR but not Cyprus territorial airspace will not be denied by Turkey as long as the flight plan does not state a Cyprus airfield as an alternate landing spot. Do not list RAF Akrotiri as an alternate airfield. For flights to/from RAF Akrotiri, refer to the FCG entry for .RAF Akrotiri
  - E. Flights from Turkey that overfly Cyprus territorial airspace will not be denied by Turkey as long as the flight plan does not state a Cyprus airfield as an alternate landing spot. Do not list RAF Akrotiri as an alternate airfield. For flights to/from RAF Akrotiri, refer to the FCG entry for [RAF Akrotiri](#).

- F. Flights through the Nicosia FIR but not Cyprus territorial airspace that are destined for Turkey will not be denied by Turkey. However, if a Cyprus alternate airfield is in the flight plan, then ATC may deny entry into Turkish airspace.
- G. Flights through Cyprus territorial airspace that are destined for Turkey will not be denied by Turkey. Flights destined for Turkey can overfly Cyprus, but the flight plan cannot have a Cyprus airfield as an alternate airfield.
- H. Landing Clearance for flights between Cyprus and Turkey: All US military aircraft enroute to or from Turkey and transiting the Nicosia FIR must enter or depart at either TOMBI or VESAR. All US military aircraft entering the Nicosia FIR are required to contact the Nicosia ACC 10 minutes prior to entry. Nicosia ACC can be contacted on 126.3 or 125.5 MHZ.
- I. Flights to or from destinations in Turkey that land or take off from Larnaca or Pafos International Airports must make an intermediate stop in a third country. RAF Akrotiri, a British sovereign base area, counts as a third country, although use of RAF Akrotiri is extremely limited, and most will be denied by USDAO Nicosia or USDAO London. For flights into RAF Akrotiri, refer to the FCG entry for [RAF Akrotiri](#). Flights to or from destinations in Cyprus that land in Turkey must make an immediate stop in a third country.
- J. Flights from Turkey to Cyprus that land in Cyprus will be denied by Turkey unless they are in direct support of a UN operation. Turkey will also approve flights to RAF Akrotiri. For flights to/from RAF Akrotiri, refer to the DoD FCG entry for RAF Akrotiri.
- K. Flights from Cyprus to Turkey that land in Turkey will be denied by Turkey unless the flight originates from RAF Akrotiri or is in direct support of a UN operation. For flights to/from RAF Akrotiri, refer to the FCG entry for [RAF Akrotiri](#).
- L. Elements wishing to pursue any method of support through RAF Akrotiri should reference the instructions displayed in the [RAF Akrotiri](#) section of the FCG.
- M. Emergency divers: Aircraft may only divert to an airport on the island of Cyprus (Larnaca, Pafos, or RAF Akrotiri) under emergency circumstances. Once the aircraft has landed, the crew must immediately contact the [USDAO Nicosia](#). Aircraft flying in Cypriot airspace, whether intending to land at one of the authorized airports or just traveling through, should not list RAF Akrotiri as an intended divert location. Emergency divers: RAF Akrotiri will NOT be used as a weather alternate for aircraft landing in Cyprus or overflying Cypriot airspace.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. The following airports in Cyprus may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
    - a. Larnaka International Airport (LCLK)
    - b. Pafos International Airport (LCPH)
  - 2. Other airports in Cyprus (i.e., RAF Akrotiri (LCRA) and Ercan (LDEN) are not authorized for DoD commercial contract use.
- B. Military
  - 1. No information provided.

## Czech Republic

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial aircraft under contract to USTRANSCOM **and** using the CAMBER “CMB” call sign **MUST** obtain permission for overflights and landings to include aircraft carrying HAZMAT, through the Czech Republic National Movement Control Center (NMCC).

a. Phone: 011-420-973-230-929, Fax: 011-420-973-230-920

b. E-mail: [nmcc@army.cz](mailto:nmcc@army.cz).

2. DoD Commercial Contract Carriers must complete the clearance request form (on the following page) and **submit the form directly to the NMCC via e-mail: [nmcc@army.cz](mailto:nmcc@army.cz)** then send an info e-mail copy to [USDAO Prague](#). **{DO NOT SUMBIT AN APACS REQUEST}**

a. Submit request form at least four (4) business days prior in advance of projected overflight or landing.

b. The blanket clearances for calendar year 2020 are:

a. 20M1280-CZE – VIP, Pax, Diplomatic mail, Humanitarian, and DoD cargo

b. 20M1283-CZE – Hazardous Cargo

c. 20M1285-CZE – Global Hawk RQ-4b (GH) unmanned aircraft

c. For Dangerous Cargo, ensure UN classification number is listed in Section “C” of the clearance request form.

d. Enter the blanket clearance number in Section “D” of the clearance request form and also on the ICAO flight plan.

e. **NOTE:** If Dangerous Cargo is added to an approved non-dangerous cargo approved mission, a new clearance request form must be submitted.

#### B. One-time Permit

1. No information provided.

#### C. Hazardous Cargo Permit

1. DoD commercial aircraft under contract to USTRANSCOM and using the CAMBER “CMB” call sign must obtain permission for overflights and landings for aircraft carrying HAZMAT, through the Czech Republic National Movement Control Center (NMCC), See I.A, above.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Four (4) business days minimum, prior to projected overflight or landing.

2. Six (6) business days prior, for HAZMAT overflight or landing.

#### B. Permit valid for:

1. Clearance is valid for ETA plus 72 hours. For additional information, contact [nmcc@army.cz](mailto:nmcc@army.cz).

### III. CONTENT OF PERMIT REQUEST

- A. For Dangerous Cargo, ensure UN classification number is listed in Section “C” of the clearance request form.
- B. Enter the blanket clearance number in Section “D” of the clearance request form and also on the ICAO flight plan.
- C. For more information, contact: The Czech Republic National Movement Control Center, Phone: 011-420-973-230-929, Fax: 011-420-973-230-920, or E-mail: [nmcc@army.cz](mailto:nmcc@army.cz).

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Entry points:
  - 1. Frankfurt to Prague at Cheb (OKG)
  - 2. Munich to Prague at Cheb (OKG)
  - 3. Vienna to Prague at Lanux (OKF)
  - 4. Warsaw to Prague at Frydlant (OKX)
  - 5. Bratislava to Prague at Odnem
  - 6. Dibed to Prague at Padka
- B. All aircraft must operate on established air corridors (unless flying below 5,000 feet AGL), adhere to ICAO procedures, and follow NOTAMS.
- C. Aircraft carrying hazardous cargo taking off or landing at civilian airports in the Czech Republic must comply with ICAO DOC 9284-AN/905 (Technical Instructions For The Safe Transport Of Dangerous Goods By Air).
- D. Flight operators must file ICAO-format flight plans with the Czech air traffic control authorities before departing for the Czech Republic.
- E. Report cancellations or changes in routings, ETD, ETA, crew, or aircraft.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. All airports in the Czech Republic may be used as a technical stop or a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
- B. Military
  - 1. No information provided.

**[Complete the Czech Republic Clearance Request form](#)**

## Denmark

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft MUST obtain permission for overflights and landings, to include aircraft carrying HAZMAT, through [Naviair](#) (Navigation Via Air), a state-owned company in Denmark under the Ministry of Transport that provides air traffic service.
2. Prepare and submit the permit request automatically via [APACS](#).
  - a. [USDAO Copenhagen](#) will then submit the request to Naviair for authorization.
3. It is a condition that the aircraft is exclusively operated for state purposes of a non-commercial nature.
4. Further, it is a condition that the flight is operated in accordance with existing ICAO rules and regulations and the applicable Danish Air Navigation Act and relevant regulations.
5. Operation of any other civil registered aircraft than the one cited in the request is subject to prior approval by Naviair.
6. Overflights (non-hazardous cargo):
  - a. Naviair will issue individual permit numbers for all flights.
7. Landings at Royal Danish Air Force Bases:
  - a. Submit a Prior Permission Request (PPR) to Air Base Operations.
  - b. Phone or fax for landings at the following airports:
    - 1) Karup Air Base (EKKA)
      - i. Phone: 011-45-72-84-41-00
      - ii. E-mail: [HWKAR@MIL.DK](mailto:HWKAR@MIL.DK) OR [WKAR-WINGOPS@MIL.DK](mailto:WKAR-WINGOPS@MIL.DK)
    - 2) Aalborg Air Base (EKYT)
      - i. Phone: 011-45-72-84-66-00
      - ii. E-mail: [AALBORG.AIRPORT@AAL.DK](mailto:AALBORG.AIRPORT@AAL.DK) or [WOC@ATWAAL.DK](mailto:WOC@ATWAAL.DK)
    - 3) Skrydstrup Air Base (EKSP)
      - i. Phone: 011-45-72-84-81-22
      - ii. E-mail: [AIRPORT@VOJENS.DK](mailto:AIRPORT@VOJENS.DK)
  - c. When contacting these air bases provide:
    - 1) Date of intended landing.
    - 2) Nationality, type, and registration number of the aircraft.
    - 3) Estimated time of arrival and departure.
    - 4) Total number of persons on board (crew and passengers).
    - 5) Other requirements (desired overnight stays, security measures, transport, etc.).
    - 6) Phone and fax number.
    - 7) Ensure the permit number is entered in item 18 of the ICAO flight plan ("Other Information").

#### C. Hazardous Cargo Permit



1. Naviair will issue individual permit numbers for all flights (overflights and landings).
2. In case HAZMAT requires special permission, a permission from the Danish Transport, Construction and Housing Authority will be issued.
3. HAZMAT information in APACS must include:
  - a. Quantity.
  - b. UN Identification Number.
  - c. Proper Shipping Name.
  - d. Class.
  - e. Net Weight in Kilograms.
  - f. Packing Instruction. Reference to correct packaging of goods according to UN number.

## II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  1. All flights must be submitted at least 10 business days in advance.
  2. Hazardous Cargo: 10 business days.
  3. Landing at Danish, Greenlandic and Faroe Islands: 10 business days.
- B. Permit valid for:
  1. ETA plus/minus (+/-) 72 hours.
  2. If a flight changes more than plus/minus (+/-) 72 hours, DAO Copenhagen will re-submit the flight for new NAVIAIR permit.

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. If a flight has more than one (1) leg, the individual legs will be submitted for permit separately and individual permits will be assigned.
- C. Indicate permit number in the Flight plan under item 18, "Remarks".
- D. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS: State whether or not HAZMAT is onboard while overflying or takeoff and landing.
- E. [USDAO Copenhagen Aircraft Contact Information](#)

## IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Update the APACS request of any changes to permit requests, to include ETA, ETD, HAZMAT and cancellations.

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information provided.
- B. Military
  1. No information provided.

## Djibouti

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval to enter Djiboutian airspace for overflights and landings, through [USDAO Djibouti](#).
  - a. All DoD commercial contract aircraft are required to obtain a PPR and request coordination for parking, payment of applicable fees, and personnel/cargo drop off through Camp Lemonnier Air Operations.
2. Do not assume clearance. Do not enter Djiboutian airspace until the clearance number is granted by [USDAO Djibouti](#) via APACS.
3. If clearance number is not received via APACS, then contact [USDAO Djibouti](#) by e-mail. Clearances are only valid for the calendar days or windows requested in APACS.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval to enter Djiboutian airspace for overflights and landings, for aircraft carrying HAZMAT, through [USDAO Djibouti](#).
  - a. All DoD commercial contract aircraft are required to obtain a PPR and request coordination for parking, payment of applicable fees, and personnel/cargo drop off through Camp Lemonnier Air Operations.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Routine Missions: 30 days.
2. Short Notice Missions: Five (5) working days. [US Embassy Djibouti](#) work days/hours are Sunday through Thursday. USDAO Djibouti does NOT run 24-hour operations.

#### B. Permit valid for:

1. Requested clearances are valid for a period of 72 hours beyond approved dates, for possible maintenance, weather or operational requirements.
2. Failure to arrive within the valid clearance window will result in delays in authorizing entrance, and may also require a new diplomatic clearance request submission.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" fields in APACS.

##### 1. Main Tab.

- a. Purpose of Flight: REQUIRED
- b. Mission Information: List the mission number at a minimum

##### 2. Itinerary Tab (Djibouti/Ambouli HDAM):

- a. Entry Points: REQUIRED

- b. Exit Points: REQUIRED
- c. Route of Flight: REQUIRED
- d. Fuel services fund cite required or state will be paying cash for services.
- e. Aircraft services fund cite required or state will be paying cash for services.
- f. Other logistical support: Be as specific as possible.
- g. Country Specific Information: For blanket clearances, list all call signs and all tail numbers which will be utilized for blanket clearances.  
Request blanket clearance via APACS through [USDAO Djibouti](#) .

3. Aircraft Tab:

- a. Call Sign: REQUIRED
- b. Alternate Call Signs: REQUIRED, list all call signs if requesting a blanket clearance.
- c. Tail Number: REQUIRED
- d. Alternate Tail Numbers: List all aircraft tail numbers if requesting a blanket clearance.
- e. Mission number: REQUIRED
- f. Fuel service payment information: REQUIRED
- g. Aircraft service payment information: REQUIRED
- h. Logistical Support Payment Information: REQUIRED if requesting services.

4. Cargo Tab:

- a. Number of Passengers: REQUIRED. (Contact [USDAO Djibouti](#) via e-mail if granted a blanket clearance and transporting passengers. Send manifest to [USDAO Djibouti](#)). This is one (1) of two (2) requirements of a blanket clearance.
- b. Hazardous Cargo: REQUIRED

5. Crew Tab: Required if members will RON in Djibouti.

6. Mission POC:

- a. Name: REQUIRED
- b. Address: REQUIRED
- c. Organization: REQUIRED
- d. Commercial Phone: REQUIRED
- e. E-mail: REQUIRED

- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All airport related questions should be addressed to ATOC at commercial: 011-253-21-35-9004 or via e-mail at [jibppr@paegroup.com](mailto:jibppr@paegroup.com). Final coordination for aircraft parking and offloading must be conducted with ATOC. PPR 72 hours prior to arrival due to limited ramp space.
- B. Report any change or cancellation to the [US Embassy Djibouti](#) before takeoff.
- C. Immediately notify ATOC of any changes to the schedule beyond four (4) hours.
- D. All aircraft are requested to check in with the US tower liaison via 236.3MHZ 45NM from the airport.

- E. All aircraft, regardless of altitude, must contact Djibouti approach on 121.10 or 122.10 MHz at least 10 minutes prior to the estimated time over the entry points of Djibouti airspace. Upon reaching 80 NM of DTI VOR, Squawk if equipped with SSR: A2000 for overflying and A4300 for landing at Djibouti airport.
- F. Overflying Djibouti City within a radius of 30NM is prohibited.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

- 1. Ambouli International Airport (HDAM) in Djibouti is the **ONLY** airport in Djibouti that may be used as a technical stop or as a weather alternate **ONLY for cargo** missions under contract to USTRANSCOM.
- 2. HDAM **will not be used** as a technical stop or weather alternate **for passenger** missions.

B. Military

- 1. No information provided.

## Dominica

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. None.
  - C. Hazardous Cargo Permit
    - 1. None.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. 14 business days prior request.
  - B. Permit valid for:
    - 1. ETA plus (+) 24 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Douglas-Charles Airport (TDPD) and Canefield Airport (TDCF) are the airports in the Commonwealth of Dominica. The Douglas-Charles Airport (TDPD) is the recommended technical stop or weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## Dominican Republic

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval for overflights and landings, through [USDAO Santo Domingo](#) via APACS
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Santo Domingo](#) via APACS.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Seven (7) days for routine flights and landings.
    - 2. Any change in the mission profile except for arrival or departure time (see below), including entry or exit points, routing, or the destination airfield constitutes a new mission and requires a new diplomatic clearance request with the same seven (7)-day lead-time.
  - B. Permit valid for:
    - 1. Landings: Only for the date and time requested.
    - 2. Overflights: Plus or minus (+/-) two (2) hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS.
    - 1. Route of flight.
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
    - 2. Provide details of the type and quantity of hazardous cargo, explosives, and/or armament to be transported, if any.
  - C. If flight is landing, identify whether purpose is a fuel stop or on/off-loading of personnel. List amount of personnel on/off-loading; list amount/type of fuel required
  - D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. The Dominican Air Force closely monitors all flight operations conducted into, out of, or within Dominican airspace. The Dominican Air Force will notify the US Embassy of any aircraft that does not adhere to the procedures established in the DoD FCG.
  - B. It is imperative that all US DoD commercial contract aircraft entering, departing, or operating within Dominican airspace understand that failure to fully comply with

established procedures may result in suspension of clearances for US DoD Commercial contract aircraft until an investigation is completed.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1.No information provided.

B. Military

1.No information provided.

## Ecuador

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Ecuadorian civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Ecuadorian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Aircraft desiring to land at other airfields must first land at Quito/New Mariscal Sucre Intl (SEQM) or Guayaquil/Simon Bolivar International (SEGU) for customs and immigration processing.
  - B. Suggested air routes to enter, land, depart, and exit Ecuadorian airspace:
    - 1. From the US to Quito (SEQM): UGUI / UG439 / ESV / UG439 / QIT /.
    - 2. From Quito (SEQM) to the US: QIT / UG439 / ESV / UG439 / UGUI /.
    - 3. From the US to Guayaquil (SEGU): UGUI / UL780 / GYV /.
    - 4. From Guayaquil (SEGU) to the US: GYV / UL780 / UGUI /.
    - 5. From Quito (SEQM) to Guayaquil (SEGU): QIT / UA550 / GYV /.
    - 6. From Guayaquil (SEGU) to Quito (SEQM): GYV / UA550 / QIT /.
    - 7. From Colombia Bogota to Quito (SEQM): BOKAN / UA550 / QIT /.
    - 8. From Quito (SEQM) to Colombia: QIT / KOLTA / UA550 / BOKAN /.
    - 9. From Colombia Bogota to Guayaquil (SEGU): BOKAN / UA550 / QIT / UA550 / GYV /.
    - 10. From Guayaquil (SEGU) to Colombia Bogota: GYV / SAN JUAN / UA550 / QIT / UA550 / BOKAN /.
    - 11. From Guayaquil (SEGU) to Peru: GYV / UL780 / VAKUD /.
    - 12. From Peru to Guayaquil (SEGU): VAKUD / UL780 / GYV /.
    - 13. From Guayaquil (SEGU) to Chile: GYV / UB696 / MHV / UB696 / PAGUR /.
    - 14. From Chile to Guayaquil (SEGU): PAGUR / UB696 / MHV / UB696 / PUNAS / GYV /.
  - C. Suggested overland air routes to enter, overfly, and exit Ecuadorian airspace:



1. From the north (Panama & US) towards the south: UGUI / UL780 / GYV /  
UL780 / VAKUD /.
2. From the south towards the north (Panama and US): VAKUD / UL780 / GYV /  
UL780 / UGUI /.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information provided.
- B. Military
  1. No information provided.

## Egypt

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD Commercial aircraft under contract to USTRANSCOM have blanket clearance to overfly and land in Egypt provided they meet all of the criteria in the attached memos.
  - a. The government of Egypt has issued the current monthly [blanket overflight clearances](#).
  - b. The government of Egypt has issued the current monthly [blanket landing clearances](#).
2. Commercial contract aircraft MUST use the appropriate clearance number for the month of the actual overflights and landings.
3. Carriers MUST ensure they use the clearance number for that number.
4. Do NOT use a previous month's clearance number for the new month.
5. Date and time of entry into the Egyptian FIR determines which month's blanket clearance number to use.
6. When using blanket clearances, flight plans must list the call sign and diplomatic clearance number granted by the government of Egypt for that particular aircraft.
  - a. Aircrew/planners may not use a diplomatic clearance number granted for an overflight in lieu of a landing clearance, or vice versa. If blanket clearance is not used, the clearance will be processed as a one-time request.
7. If a mission that includes an RON in Egypt is cancelled, notify [USDAO Cairo](#) immediately of the RON cancellation via phone and/or e-mail.

#### B. One-time Permit

1. No information provided.

#### C. Hazardous Cargo Permit

1. No information provided.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. APACS requests must be received by [USDAO Cairo](#) no later than 0830Z, Sunday - Thursday. If a request is received after 0830Z, the request will be submitted to the government of Egypt (GOE) the next duty day. Ensure APACS request meets the required lead time if request is submitted after 0830Z. The GOE will not accept aircraft clearance requests on weekends and holidays. There are no exceptions. US Embassy Cairo is open Sunday -Thursday.
  - a. Three (3) days: Emergency AIREVAC, high-level government officials, and humanitarian flights.
  - b. Seven (7) days: Routine clearance requests.
  - c. 16 days: Landings at Egyptian military bases.
  - d. 29 days: Aircraft carrying special cargo, explosives and HAZMAT.
  - e. Three (3) days: Changes to aircraft clearance requests that were previously cleared. (Does not apply to ISR aircraft.)

- f. If lead-time requirement is not met, provide complete justification in clearance request
- B. Permit valid for: ETA plus (+) 72 hours.

### III. CONTENT OF PERMIT REQUEST

- A. An APACS request **MUST** be submitted by DoD Commercial contract aircraft for each overflight and landing of Egypt.
- B. DoD Commercial contract aircraft request must meet the criteria (aircraft, call sign, routing and purpose of flight, etc.) listed in the published monthly blanket clearance.
- C. Prepare and submit the permit request automatically via [APACS](#).
  - 1. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS or in paragraph 6 of the Aircraft Clearance request message.
    - a. Route of flight:
      - 1) Territory/FIR entry point name, date/time (Z).
      - 2) Route of flight within territory or FIR of country.
      - 3) Territory/FIR exit point name, date/time (Z).
    - b. Type of Aircraft: Ensure the ICAO aircraft identifier used in APACS is the identical aircraft identifier that will be listed on the ICAO flight plan.
- D. Approved Egypt Entry/Exit FIR Points: SALUN, METRU, TANSA, PAXIS, ANTAR, KUMBI, RASDA, LAKTO, PASOS, ULINA, NALSO, KITOT, PASAM, SILKA, IMRAD, GIBAL, DEDLI, ALEBA, NUBAR, ATMUL, BOMOR, DITAR, LOSUL.
- E. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. DoD commercial contract aircraft landing at Egyptian military air bases (e.g., Cairo East (HECE, mil), El Gora (HEGR), etc.) **MUST** request aircraft clearance through [USDAO Cairo](#).
- B. At no time may US aircraft enter Egyptian airspace without diplomatic clearance. It is imperative that aircrew follow standard air routes and adhere to flight publications warning notations while over Egyptian territory.
- C. The Egyptian Air Defense Command is a 24-hour operation with missile launch crews in alert positions. Military authorities have advised USDAO Cairo on several occasions of the need for extra precautions while overflying Egyptian territory.
- D. Egyptian Air Defense occasionally, without warning, re-route aircraft flying: KITOT UL550 NWB A791 MENLI A411 CVO A1 MENKU A1 AXD UL607 GESAD L551 ANTAR to the following redirected route: HIL A 788 HLF A145 KHG DCT KATAB DBA ANTAR. Plan fuel accordingly.
- E. Changes in aircraft call sign and route of flight are not allowed unless directed by Air Traffic Control. All such changes require resubmission of the clearance request.
- F. All aircraft entering Egyptian airspace must use the diplomatically-cleared call sign and air traffic control routes. Egypt issues diplomatic clearance numbers, but call signs are used by aircrews when communicating with air traffic control. Be prepared to cite a diplomatic clearance number should Egyptian authorities request it.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian

1.No information provided.

B. Military

1.No information provided.

## El Salvador

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings, to include aircraft carrying HAZMAT not related to US Embassy support missions through El Salvadorian civil aviation channels.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must coordinate permission for overflights and landings of HAZMAT pertaining to US Embassy support missions with [USDAO San Salvador](#) to obtain permits.

### II. LEAD-TIME AND VALIDITY (For APACS Requests)

#### A. Lead-time:

1. 10 days for routine requests.
2. Aircraft not flying operational counter-drug missions or supporting the CSL must consult [USDAO San Salvador](#) early during the planning stages of exercises or deployments. Missions involving contingency operations, exercises, bilateral cooperation, etc., may require longer lead times than routine missions.

#### B. Permit valid for:

1. Normally 24 hours, with a possible variance of 24 hours earlier or later. For additional information, contact [USDAO San Salvador or the CSL](#), as appropriate.

### III. CONTENT OF PERMIT REQUEST (For APACS Requests)

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.

##### 1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name or coordinates), date/time (Z).

##### 2. Detailed purpose and authority of mission, for example, "USTRANSCOM mission number XXXX delivering general cargo in support of SOUTHCOM Operation Fulano." Stating only "official business" will delay the clearance process. Request to use military ramp. If transporting hazardous materials or signature-required cargo, state it in the request.

##### 3. For non-CSL (Cooperative Security Location) missions, provide approximate weight of cargo to be delivered in El Salvador and if it is hazardous or requires a signature. Provide total number of passengers on board and number to remain in El Salvador.

##### 4. For non-CSL missions, mission planners will provide the name and number of the POC in El Salvador that is responsible for the mission and the date that coordination was accomplished. Simply providing the responsible organization

(i.e. "SCO") is not acceptable. Clearance requests that do not include coordination with a specific POC in El Salvador will be denied.

5. List all AMC station services requested. Those aircraft not desiring [AMC station manager](#) services must state so in the diplomatic clearance request. Otherwise, the AMC station manager will provide services and charge the appropriate fees.

- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Clearance/permit is valid only for the itinerary provided in the clearance request.
- B. All changes to itinerary must be approved prior to overflight or landing. Changes to itinerary are not automatically approved and must be requested.
  - 1. Report changes to [USDAO or CSL San Salvador](#) , as appropriate, before aircraft arrival.
- C. Report cancellations to [USDAO or CSL San Salvador](#) as soon as possible.
- D. El Salvador does not require a PPR.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Eritrea

**NOTE:** As of September 2015, Eritrea is not responding to overflight requests for both US military and commercial contract aircraft. While the US Embassy will continue to submit requests, until the US Embassy can resolve the issue with the Eritrean government, requesting organizations should make alternative plans in case the overflight requests are not acted on or ultimately denied.

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings, from USDAO Asmara through APACS.
  - a. Requesting clearance directly from the Eritrean government is prohibited.
2. DoD commercial contract carriers will submit an APACS request then US Embassy Asmara will send a diplomatic note to the Eritrean Ministry of Foreign Affairs (MFA).
  - a. The MFA then passes the request to the Eritrean Civil Aviation Authority.
  - b. US Embassy Asmara will enter the permit number into APACS upon receiving it from the MFA.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings of aircraft carrying HAZMAT, from USDAO Asmara through APACS.
  - a. Requesting clearance directly from the Eritrean government is prohibited.
2. See I.B, above for additional info.

### II. LEAD-TIME AND VALIDITY

**NOTE:** It is important to note that the US Government and the government of the State of Eritrea do not share a close bilateral relationship. That being said, it is often difficult for the Embassy to circumvent MFA timelines or get special circumstances considered.

#### A. Lead-time:

1. The Ministry of Foreign Affairs has requested that overflights request be submitted at least 10 days in advance.

#### B. Permit valid for:

1. ETA plus or minus (+/-) 72 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. Route of flight:
  - a. Territory/FIR entry point (name or coordinates), date/time (Z).
  - b. Route of flight within territory or FIR of country.
  - c. Territory/FIR exit point (name or coordinates), date/time (Z).
2. Type of cargo and weight.
3. Nationality of passengers.

4. Number of crew.

- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Flying off airways in Eritrean national airspace is prohibited.
- B. Include full name of airports in which aircraft takeoff and land. This is a requirement by the host government.
- C. The Asmara FIR includes the international waters of the Red Sea. Aircraft entering the Asmara FIR from international airspace are not required to file a flight plan with "HHAAZQZX" if the flight is to remain in international airspace but may do so when practical and compatible with the mission.
- D. Adhere strictly to the Eritrean-Ethiopian boundary lines set by the International Court of Justice on 13 April 2002. Overflying the national airspace boundary between Eritrea and Ethiopia is prohibited until further notice.
- E. Notify [US Embassy Asmara](#) if firearms are to be removed from aircraft.
- F. Do not enter any airport except Asmara without specific clearance from the [US Embassy Asmara](#).

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.



## Estonia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through Estonian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Estonian civil aviation authorities.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Estonian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Estonian civil aviation authorities.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: No information provided.
- B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All flights must enter, overfly, and depart on designated airways.
- B. Follow IFR flight rules.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. No information provided.

#### B. Military

1. No information provided.

## Fiji

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through Fiji Civil Aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, for aircraft carrying HAZMAT, through Fiji Civil Aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Nadi International Airport (NFFN) may be used as a technical stop or weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - B. Military
    - 1. None.

## Finland

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for over flights and landings, to include aircraft carrying HAZMAT, through Finland's civil aviation channels.
      - a. If denied, contact [USDAO Helsinki](#) for assistance.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for over flights and landings, for aircraft carrying HAZMAT, through Finland's civil aviation channels.
      - a. If denied, contact [USDAO Helsinki](#) for assistance.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. All airports in Finland may be used for technical stops for cargo and passenger missions under contract to USTRANSCOM provided the airfield used can accommodate the aircraft and mission requirements.
    - 2. All airports in Finland may be used as weather alternates
  - B. Military
    - 1. No information provided.

## France

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through French Civil Aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, for aircraft carrying HAZMAT, through French Civil Aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. All commercial airports in France may be used for technical stops for cargo and passenger missions under contract to USTRANSCOM provided the carrier obtains appropriate permissions and PPR and the airport can accommodate the aircraft and cargo/passengers.
    - 2. All commercial airports in France may be used as weather alternates.
  - B. Military
    - 1. No information provided.

## Georgia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings directly through Georgian civil aviation channels. See Section III, below.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, directly through Georgian civil aviation channels. See Section III, below.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 10 days.
  - B. Permit valid for: Plus/minus (+/-) 48 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. When transporting US DoD military personnel and/or military cargo, including HAZMAT, follow the additional steps:
    - 1. Prepare an official letter on company letterhead with a signature;
    - 2. The letter should include aircraft type, call sign, flight dates, times, flight itinerary, purpose of flight, mission it is supporting (indicate that it is a DoD-contracted mission), number and nationality of passengers, cargo description and all other pertinent information.
    - 3. Multiple mission permissions can be requested if missions are scheduled to be flown/operated within one (1) month of the date of the letter.
    - 4. Scan the signed letter and forward it to the Georgian Ministry of Defense (MoD) to Ms. Nino Orgodze at [ngorgodze@mod.gov.ge](mailto:ngorgodze@mod.gov.ge) and to the Georgian Ministry of Foreign Affairs to Ms. Natali Kiparoidze at [nkiparoidze@mfa.gov.ge](mailto:nkiparoidze@mfa.gov.ge).
    - 5. Attach other applicable documents (cargo manifest, etc.).
    - 6. Lead-time: Georgian MoD needs 10 days to process/approve the request.
    - 7. Simultaneously, send regular flight plan to the Georgian Civil Aviation Agency (CAA) using one (1) of the below listed methods:
      - a. Send a flight plan by AFTN cable (address is UGGGZDZX);
      - b. E-mail it to [cds@gcaa.ge](mailto:cds@gcaa.ge)
      - c. Fax or call at 011-995-32-236-4051;
    - 8. More details can be found in AIP;
    - 9. For landing requests, attach the Air Operation Certificate (AOC), Airworthiness Certificate and Certificate of Insurance (Third party liability) to the flight plan.
  - B. The Georgian MoD (Ms. Nino Gorgodze) will process the request and, if approved, authorize the Georgian CAA to issue a clearance number.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Follow IFR flight rules.

B. Report cancellations.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Lochini International Airport (UGTB) in Tbilisi, Georgia may be used as a technical stop and as a weather alternative for cargo and passenger missions under contract to USTRANSCOM.
2. Batumi International Airport (UGSB) in Batumi, Georgia will NOT, repeat NOT, be used for a technical stop or weather alternate.

B. Military

1. No information provided.

## Germany

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract aircraft are authorized to use the current Permanent Germany Blanket permits for overflights and landings to include aircraft carrying HAZMAT.
2. [USDAO Berlin](#) must be notified, via APACS, in advance, of any mission landing in or overflying German territory.
3. Carrier is required to use a CAMBER call sign for DoD contracted aircraft transport missions.
4. Any flight transiting Germany through an airport in former East Germany (specifically, but not limited to Leipzig-Halle Airport) has further US Embassy-imposed requirements due to “2 + 4 Treaty” implications.
5. Permanent Germany blanket permits (for calendar year 2021):
  - a. MDCN/PER 21 136 0040 – General passenger/cargo flights (Non-HAZMAT).
  - b. MDCN/PER 21 136 0041 DG – Transport of dangerous cargo (includes ammunition/HAZMAT).
6. Aircrews are required to file ICAO flight plans; consult [Foreign Clearance Manual \(FCM\), Figure C2.F1.](#)

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through German civil aviation channels.
2. Any flight transiting Germany through an airport in former East Germany (specifically, but not limited to Leipzig-Halle Airport) has further US Embassy-imposed requirements due to “2 + 4 Treaty” implications.

#### C. Hazardous Cargo Permit

1. See section I.A, above, Blanket Permit.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Seven (7) days: All overflights of and landings in Germany (including air exercises and training events).
2. 14 days: Flights carrying hazardous cargo not permitted by either the International Air Transportation Association-Dangerous Goods Regulation or the NATO Standardization Agreement (STANAG) 3854 TN.

#### B. Clearance valid for: Plus (+) 72 hours. For additional information contact the [USDAO Berlin](#).

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#). or if classified, <https://apacs.milcloud.smil.mil/apacs>.
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS or in paragraph 6 of the Aircraft Clearance request message.
  1. Provided the hazardous cargo information stipulated under I.A.1, above, if required.
- C. If the Aircraft Clearance Request is classified, use SIPR APACS and include paragraph markings and downgrade instructions to ensure timely processing.

- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Any flight transiting Germany through an airport in former East Germany (specifically, but not limited to Leipzig-Halle Airport) has further US Embassy-imposed requirements due to “2 + 4 Treaty” implications.
  - 1. Any situation that requires US personnel to leave the terminal (medical emergency, ground transportation due to flight delays, etc.) must be coordinated with [USDAO Berlin](#). Contact the 24 hour USDAO duty officer through the Embassy switchboard as soon as possible.
  - 2. Billeting, if necessary, will be coordinated either with the charter airline company or with the responsible ground services agency.
  - 3. If any US personnel requires medical attention, the aircraft or unit commander must designate a medical attendant with the following responsibilities:
    - a. Contact TRICARE/International SOS at 44-20-8762-8133 or toll-free in Germany at 0800-181-8505 in order to coordinate appropriate medical care and a “guarantee of payment” for medical services. In case of emergency, coordinate with airport authorities or dial 112 anywhere in Germany.
    - b. The medical attendant must have a cell phone available. If the unit cannot provide one, request rental through the ground services agency. Furnish the cell phone number to the USDAO duty officer. The medical attendant must inform the USDAO duty officer of any change of status in the patient, any movement within Germany, and when transportation out of Germany has been arranged.
    - c. The medical attendant must have sufficient funds, or a government travel card, to transport themselves and the patient to Ramstein AB or Landstuhl Regional Medical Center for follow-on transport or treatment as required.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. All civilian airports in Germany may be used as technical stops for cargo and passenger missions under contract to USTRANSCOM.
  - 2. All civilian airports in Germany may also be used as weather alternates.
- B. Military
  - 1. All military airports in Germany may NOT be used as technical stops for cargo and passenger missions under contract to USTRANSCOM.
  - 2. All military airports in Germany may NOT be used as weather alternates.



## Ghana

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permit for overflights and landings, through Ghana civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Ghana civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Kotoka International (DGAA) in Accra, Ghana may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - B. Military
    - 1. No information provided.

## Greece

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM **do not** require clearance if call sign "CMB XXX" is used. APACS request is **not required**.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM **do not** require clearance if call sign "CMB XXX" is used. APACS request is **not required**.
2. All other DoD commercial contract aircraft under contract with USTRANSCOM using other call signs (i.e., company call sign) need to obtain permission for overflights and landings, through the US Embassy's Economic Section in Athens (no access to APACS).
  - a. The US Embassy's ECON Section will request clearance through the Greece Ministry of Foreign Affairs.

#### C. Hazardous Cargo Permit

1. OVERFLIGHTS: DoD commercial contract aircraft under contract with USTRANSCOM do not require clearance if call sign "CMB XXX" is used. APACS request is not required.
2. LANDINGS: DoD commercial contract aircraft under contract with USTRANSCOM do require clearance if landing at the following locations: LGKR, LGAV, LGTS, LGIR, LGRP and LGSA. APACS request is required. APACS request is required.
3. All other DoD commercial contract aircraft under contract with USTRANSCOM using other call signs (i.e., company call sign) need to obtain permission for overflights and landings for aircraft carrying HAZMAT, through the US Embassy's Economic Section in Athens (no access to APACS).
  - a. The US Embassy's ECON Section will request clearance through the Greece Ministry of Foreign Affairs.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: Five (5) working days.
- B. Permit valid for: 48 hours.

### III. CONTENT OF PERMIT REQUEST (For APACS requests)

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Include the following:
  1. Aircraft type(s)
  2. Call sign(s)
  3. Airports of origin / Destination after leaving Athens FIR
  4. Date(s) of flight
  5. Athens FIR ENTRY/EXIT Points
  6. Athens FIR ENTRY/EXIT times
  7. Greek airport landing / Take off times
  8. Type (Class) of HAZMAT onboard (if applicable).

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. The Hellenic Center for Disease Control and Prevention is conducting Ebola Virus Disease (EVD) screening of passengers.
  - 1. The HCDCP Incoming Passenger Card (<http://tinyurl.com/oud5wb7>) should be provided in flight.
  - 2. All passengers will be required to submit completed card upon arrival.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Airports in Greece that may be used as a technical stop or as a weather alternate for cargo and passenger missions for commercial air carriers under contract with USTRANSCOM:
      - a. Athens International/Eleftheros Venizelos (LGAV)
      - b. Iraklion Nikos Kazantzakis (LGIR)
      - c. Kerkira Ioannis Kapodistrias Corfu (LGKR)
      - d. Rhodes International Diagoras (LGRP)
      - e. Chania International/Souda Ioannis Daskalogiannis (LGSA)
      - f. Thessaloniki International North Macedonia/Makedonia (LGTS)
  - B. Military
    - 1. No information provided.

## Greenland

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft MUST obtain permission for overflights and landings, to include aircraft carrying HAZMAT, through [Naviair](#) (Navigation Via Air), a state-owned company in Denmark under the Ministry of Transport that provides air traffic service.
2. Prepare and submit the permit request automatically via [APACS](#).
  - a. [USDAO Copenhagen](#) will then submit the request to Naviair for authorization.
3. It is a condition that the aircraft is exclusively operated for state purposes of a non-commercial nature.
4. Further, it is a condition that the flight is operated in accordance with existing ICAO rules and regulations and the applicable Danish Air Navigation Act and relevant regulations.
5. Operation of any other civil registered aircraft than the one cited in the request is subject to prior approval by Naviair.
6. Overflights (non-hazardous cargo):
  - a. Naviair will issue individual permit numbers for all flights.
7. Landings at Royal Danish Air Force Bases:
  - a. Submit a Prior Permission Request (PPR) to Air Base Operations.
  - b. Phone or fax for landings at the following airports:
    - 1) Kangerlussuaq (BGSF)
      - i. Phone: 011-299-38-29-05
      - ii. E-mail: [BGSF@MIT.GL](mailto:BGSF@MIT.GL)
    - 2) Kulusuk (BGKK)
      - i. Phone: 011-299-98-69-01
      - ii. E-mail: [BGKK@MIT.GL](mailto:BGKK@MIT.GL)
    - 3) Mestersvig (BGMV)
      - i. Phone: 011-299-36-40-00
      - ii. E-mail: [AKO@MIL.DK](mailto:AKO@MIL.DK)
    - 4) Narsarsuaq (BGBW)
      - i. Phone: 011-299-66-54-30
      - ii. E-mail: [BGBW@MIT.GL](mailto:BGBW@MIT.GL)
    - 5) Nuuk (BGGH)
      - i. Phone: 011-299-70-16-00
      - ii. E-mail: [BGGH@MIT.GL](mailto:BGGH@MIT.GL)
    - 6) Thule Air Base (BGTL)
      - i. Phone: DSN: 629-2717; Comm: 011-719-474-3840 ext 2717
      - ii. E-mail: [THULE-BASEOPS@VECTRUS.COM](mailto:THULE-BASEOPS@VECTRUS.COM)
  - c. When contacting these air bases provide:
    - 1) Date of intended landing.

- 2) Nationality, type, and registration number of the aircraft.
- 3) Estimated time of arrival and departure.
- 4) Total number of persons on board (crew and passengers).
- 5) Other requirements (desired overnight stays, security measures, transport, etc.).
- 6) Phone and fax number.
- 7) Ensure the permit number is entered in item 18 of the ICAO flight plan ("Other Information").

C. Hazardous Cargo Permit

1. Naviar will issue individual permit numbers for all flights (overflights and landings).
2. In case HAZMAT requires special permission, a permission from the Danish Transport, Construction and Housing Authority will be issued.
3. HAZMAT information in APACS must include:
  - a. Quantity.
  - b. UN Identification Number.
  - c. Proper Shipping Name.
  - d. Class.
  - e. Net Weight in Kilograms.
  - f. Packing Instruction. Reference to correct packaging of goods according to UN number.

II. LEAD-TIME AND VALIDITY

A. Lead-time:

1. All flights must be submitted at least 10 business days in advance.
4. Hazardous Cargo: 10 business days.
5. Landing at Danish, Greenlandic and Faroe Islands: 10 business days.

B. Permit valid for:

1. ETA plus/minus (+/-) 72 hours.
2. If a flight changes more than plus/minus (+/-) 72 hours, DAO Copenhagen will re-submit the flight for new NAVIAIR permit.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. If a flight has more than one (1) leg, the individual legs will be submitted for permit separately and individual permits will be assigned.
- C. Indicate permit number in the Flight plan under item 18, "Remarks".
- D. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS: State whether or not HAZMAT is onboard while overflying or takeoff and landing.
- E. [USDAO Copenhagen Aircraft Contact Information](#)

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Update the APACS request of any changes to permit requests, to include ETA, ETD, HAZMAT and cancellations.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian

1.No information provided.

B. Military

1.No information provided.

## Grenada

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. None.
  - C. Hazardous Cargo Permit
    - 1. None.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. 14 business days prior request.
  - B. Permit valid for:
    - 1. ETA plus (+) 72 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Maurice Bishop International Airport (TGPY) is the only international airport in Grenada. It may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## Guatemala

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain their permission for overflights and landings, through Guatemalan civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain their permission for overflights and landings for aircraft carrying HAZMAT, through Guatemalan civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. When landing at La Aurora International Airport (Guatemala City) and using the military parking ramp, ALL DoD commercial contract aircraft under contract with USTRANSCOM must use the US Embassy vetted and approved trusted agent for servicing. No exceptions.
  - B. The following procedures apply to DoD commercial contract aircraft under contract with USTRANSCOM landing at La Aurora International Airport (Guatemala City):
    - 1. Due to restrictions from the Minister of Defense, the Guatemalan Air Force military parking ramp will only be available for operations between the hours of 0600L to 1800L.
      - a. Any exceptions to this restriction must be requested seven (7) days in advance through the US Air Force Section Chief in country by contacting [OSC Guatemala City](#).
    - 2. DoD commercial contract aircraft under contract with USTRANSCOM with an approved clearance request (APACS) from the [USDAO Guatemala City](#), will normally taxi to the military side of the airport and park in accordance with instructions from the control tower. Request authority to use the military ramp from the [USDAO Guatemala City](#) for each flight.
      - a. The Air Transit Agreement does not apply for DoD commercial contract aircraft under contract to USTRANSCOM on the military parking ramp. Use of the military ramp cannot be guaranteed.
      - b. Be prepared to follow the tower's instructions to taxi and park where directed.
    - 3. File flight plans for aircraft departing from the military side of the airport with the [MILRAMP](#) Air Operations Manager. Make sure to have a copy of the flight



plan available to give to them. The flight plans will then be passed onto civil aviation.

4. File flight plans for aircraft departing from the civilian side of the airport with civil aviation.
5. For DoD Commercial contract aircraft under contract with USTRANSCOM, all fees may apply for immigration, customs, or landing while operating on the military parking ramp.
  - a. All Operational fees apply as well as charges for Ground Support Equipment, Services, Call Out Fees, Communications, etc.
6. The [MILRAMP](#) Air Operations Manager in country, vetted by the US Embassy and is the US Military Group trusted agent, is the only agent for servicing DoD contracted aircraft under contract with USTRANSCOM with an approved clearance request (APACS) from [USDAO Guatemala City](#) and military parking ramp access. Limited access to DoD and US Government aircraft is not only an operational requirement but a major security concern to the US Mission in Guatemala.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information available.
- B. Military
  1. No information available.

## Guinea-Bissau

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1.No information provided.
  - B. One-time Permit
    - 1.Can be obtained for overflights or landings but lead time of 30 days should be followed. Any change in pilot or entry exit time by more than 72 hours will require new permit. Permits should only be sought for mission essential operations.
  - C. Hazardous Cargo Permit
    - 1.No information provided.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 30 days.
  - B. Permit valid for: Plus/minus (+/-) 72 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Contact [USDAO Dakar](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Warning: Aircraft commanders must without exception carry sufficient cash in US dollars to pay ASECNA-related fees. The US Embassy cannot assist in paying such fees, and local financial institutions cannot be relied on to provide sufficient cash in US dollars. All services will need to be paid for with cash.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1.Oswaldo Vieira International Airport (GGOV)
  - B. Military
    - 1.No information provided.

## Hong Kong

**Restriction 1: Aircraft landing in Hong Kong require disinsection IAW instructions in Section [IV](#), below.**

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain their permission for overflights and landings, through Hong Kong civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain their permission for overflights and landings, for aircraft carrying hazardous cargo or weapons/ammunition require an additional approval from the [USOLA Hong Kong](#) in addition to all requirements for civil approval through Hong Kong civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. Approval to operate a Non-scheduled service to or from Hong Kong should be submitted to the Director-General of Civil Aviation at least three (3) working days before the anticipated arrival/departure date. If the operator is a new or infrequent user at Hong Kong, it is advisable that an application be submitted at least two weeks prior to the date of operation.
  - B. The application can be downloaded from the government website :
    - 1. [www.cad.gov.hk/application/DCA%20122.pdf](http://www.cad.gov.hk/application/DCA%20122.pdf)
    - 2. The chosen operator should supply the following information to support the application; and
    - 3. Valid Air Operator's Certificate (AOC) issued by the applicant's national aeronautical authority.
  - C. The AOC document should include at least the following information:
    - 1. Operator's name and business address, business registration, etc;
    - 2. Date of issue and period of validity;
    - 3. Description of the types of operations authorized;
    - 4. Types of aircraft authorized for use; and
    - 5. Radio and navigation equipment (e.g. RNAV / RNP approval, etc)
    - 6. Authorized areas of operation or routes.
  - D. Valid Certificate of Airworthiness of the aircraft that will be utilized for the operation.
  - E. Noise Certificates to show the designated aircraft complies with the relevant Noise Standards (Part of Aircraft Flight Manual).

- F. Airport Operating Minima for Hong Kong and the relevant instructions relating to the application of those minima.
- G. Documentary evidence from the operator's insurance company that the designated aircraft has appropriate insurance cover for any accident, incident or occurrence. The minimum Combined Single Limit (CSL) on a per occurrence basis is \$1,000,000,000 USD for aircraft greater than 170,000 Kg maximum ramp weight.
- H. In addition to the above documents, the following additional information is required:
  - 1. Details of the proposed charter (type and schedule);
  - 2. Justification for charter; and
  - 3. Details of any wet / dry lease arrangement.
- I. Strict compliance with the provisions of the International Health Regulations of the WHO are maintained.
- J. Arrival / departure slot approval is managed by Birdie YUEN at HK Civil Aviation Department.
  - 1. E-mail: [bssyuen@cad.gov.hk](mailto:bssyuen@cad.gov.hk)
- K. Overflights: All flights intending to transit Hong Kong airspace, but not landing in Hong Kong, prior permission is NOT required except for a flight in one or more of the following categories:
  - 1. Flight by a state aircraft, including military aircraft;
  - 2. Flight by an aircraft carrying munitions of war; and
  - 3. Flight carrying Dangerous Goods.
- L. Overflight Permission for the above types of operations must be made through [USOLA Hong Kong](#).
- M. Transportation of Dangerous Goods/Munitions of War approval must be received 14 working days prior to the requested flight:
  - 1. Article 43 of the Air Navigation (Hong Kong) Order 1995 states, any weapons, ammunitions or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against persons are classified as "Munitions of War". The carriage of "Munitions of War" on aircraft must obtain prior approval (i.e. Permission for carriage of Munitions of War in Aircraft) from Director-General of Civil Aviation and comply with conditions relating thereto. Passengers and cargo consignors who would like to offer weapons, guns (ie. sporting guns) and ammunitions for air transport must notify their airlines in advance and ask them to apply for a permission from the Director-General of Civil Aviation.
    - a. Approval can be obtained by writing to:
    - b. Dangerous Goods Office
      - Airport Standards Division
      - Civil Aviation Department
      - Room 6T067 Passenger Terminal Building
      - 1 Cheong Hong Road
      - Hong Kong International Airport
      - Lantau
      - Phone: 011-852-2182-1221 / 1214
      - Fax: 011-852-2795-8469 / 2261-2718
- N. With the exception of aircraft carrying hazardous cargo or weapons/ammunition, carriers will work directly with Hong Kong Civil Aviation.

- O. The [USOLA Hong Kong](#) (USDAO equivalent) at the US Consulate General in Hong Kong is the POC for clearances for DoD commercial contract aircraft carrying hazardous cargo or weapons/ammunition.
- P. [USOLA Hong Kong](#) coordinates locally with the PRC Ministry of Foreign Affairs offices in Hong Kong, who further routes the request to the Ministry of Foreign Affairs (MFA) and Ministry of National Defense (MND) in Beijing, PRC for input/approval decision.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

##### A. Administrative Guidelines on Aircraft Disinsection

1. In view of the spreading Zika Virus Infection in some parts of the world and the
2. significant health impact to the community, in April 2016, an Ad-hoc Advisory Group on Aircraft Disinsection, convened by the World Health Organization (WHO), recommended, among other things, that Member States in relation to disinsection policies should undertake a risk assessment relating to the probability of the importation of mosquito vectors, the presence of mosquito vectors and the probability of infected persons entering the country, and consider to conduct aircraft disinsection based on the risk assessment.
3. In Hong Kong, upon the risk assessment by the government, the Department of Health (DH) adopts a prudent approach on aircraft disinsection in reducing the risk of importation of Zika virus through infected mosquito, *Aedes aegypti*. After balancing the public health benefit against the potential impact on travelers, aircraft operators and airport, the declaration of aircraft disinsection will be implemented and aircraft disinsection be conducted for all incoming aircraft from Zika affected areas (i.e., last port being a WHO Category 1 or Category 2 area). The current list of Zika affected areas can be found in WHO's latest Zika virus situation report:
  - a. <http://www.who.int/emergencies/zika-virus/situation-report/en/>.
4. Aircraft owned or operated by DoD will be disinsected in accordance with the
5. procedures found in the Armed Forces Pest Management Board (AFPMB) Technical Guide (TG) No. 4, "Disinsection Military Aircraft", <http://www.acq.osd.mil/eie/afpmb/docs/techguides/tg4.pdf>. AFPMB TG 4 procedures are in alignment with World Health Organization guidance for aircraft disinsection and use products registered by the US Environmental Protection Agency.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

##### A. Civilian

1. No information provided.

##### B. Military

1. No information provided.

## Haiti

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings, through Haitian civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Haitian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Hungary

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

##### 1. For all overflights:

- a. Notify [USDAO Budapest](#) by submitting an Aircraft Clearance request via APACS.
- b. Submit the notification prior to the flight.
- c. No clearance number will be issued but consider the mission approved upon notification of receipt by [USDAO Budapest](#).

##### 2. For landings at commercial airports:

- a. Notify [USDAO Budapest](#) by submitting an Aircraft Clearance request via APACS.
- b. Submit the notification at least three (3) days prior to the flight.
- c. No clearance number will be issued but consider the mission approved upon notification of receipt by [USDAO Budapest](#).

#### B. One-time Permit / Prior Permission Request (PPR)

##### 1. For landings at military airports:

- a. Notify [USDAO Budapest](#) by submitting an Aircraft Clearance request via APACS.
- b. Submit the notification at least five (5) days prior to the flight.
- c. Once APACS request is received, [USDAO Budapest](#) will notify the Hungarian Air Force and request a PPR number.
- d. Once the PPR is approved by the Hungarian Air Force, [USDAO Budapest](#) will provide the PPR number to the requestor via APACS.

#### C. Hazardous Cargo Permit

1. Notify [USDAO Budapest](#) by submitting an Aircraft Clearance request via APACS.
2. Hungary does not issue permits for the movement of hazardous cargo transiting its airspace. However, all flights transporting hazardous cargo are required to list their hazardous cargo on their APACS request.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. For overflights: prior to the flight.
2. For landings at commercial airports: Three (3) days.
3. For landings at military airports: Five (5) days.
4. For time-critical requests, contact [USDAO Budapest](#)

#### B. Permit valid for:

1. ETA plus or minus (+/-) 48 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

##### 1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).

- b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Provide a detailed list of any hazardous materials (HAZMAT) on board.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aerial photography is prohibited.
- B. All aircraft are required to:
  - 1. Adhere to relevant ICAO and Hungarian aviation regulations (see Flight Information Publications).
  - 2. Adhere to cleared flight routes.
  - 3. Report changes or cancellations by via APACS. Changes within 48 hours of landing in Hungary, require notification by phone.
  - 4. Apply noise abatement procedures during all phases of flight.
  - 5. Operate no lower than 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except for takeoff and landing.
  - 6. Operate no faster than 250 kts below 10,000 feet MSL.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. Airports in Hungary that may be used as a technical stop or weather alternate for cargo and passenger missions for commercial air carriers under contract with USTRANSCOM:
    - a. Liszt Ferenc International Airport (LHBP) in Budapest
    - b. Debrecen International Airport (LHDC) in Debrecen
- B. Military
  - 1. Papa Air Base (LHPA) may be used as a cargo technical stop only.
  - 2. Kecskemet Air Base (LHKE) and previous noted airports may all be used as weather alternates.



## Iceland

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The government of Iceland has granted a blanket overflight clearance for calendar year 2020.
2. DoD commercial contract aircraft are authorized to use the 2020 Permanent Iceland Blanket clearances for overflights and landings.
3. An APACS request is required, repeat required, for all overflights and landings. Do NOT overfly or land without an approved APACS request with blanket clearance number. Ensure the entry/exit point is entered in the APACS request.
4. Permanent Iceland blanket clearances (for calendar year 2020).
  - a. 34/20/A – General passenger/cargo flights (Non-Hazardous Cargo).
5. Aircrews are required to file ICAO flight plans; consult the [Foreign Clearance Manual, Figure C2.F1](#).

#### B. One-time Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings, through Icelandic civil aviation channels.

#### C. Hazardous Cargo Permit

1. No information provided.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 14 days: All overflights and landings in Iceland.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#) or if classified, <https://apacs.milcloud.smil.mil/apacs>.
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS or in paragraph 6 of the Aircraft Clearance request message.
  1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Without an Icelandic weapons permit, arms cannot be brought into Iceland. All weapons must remain on board the aircraft.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. Reykjavik Airport (BIRK) in downtown Reykjavik WILL NOT be used by DoD commercial contract aircraft for cargo or passenger technical stops.

2. Reykjavik Airport (BIRK) may be used as a weather alternate.
3. Egilsstadir Airport (BIEG) may be used as a weather alternate.
4. Keflavik International Airport (BIKF) may be used for cargo and passenger technical stops and as a weather alternate.

B. Military

1. No information provided.

## India

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. All civil aircraft performing services under contract to USTRANSCOM that **land** in India will be treated as a State aircraft by the Government of India.
  - a. Clearance requests must be submitted via APACS.
  - b. The USG still considers these aircraft to be civil aircraft.
2. Civil aircraft **overflying** India are subject to the legal regime of international civil aviation, and, unlike State aircraft, they are not required to obtain clearances through USDAO and obtain their **overflight** permits through the Indian Ministry of Civil Aviation.
  - a. Civil aircraft flight clearances, HAZMAT permissions, etc., USTRANSCOM commercial contract air carriers are required by the terms of their contract to obtain their own clearances.
  - b. The contract air carriers generally do this in accordance with aircraft clearance procedures for non-scheduled commercial aircraft set forth in the International Flight Information Manual (IFIM) and the host nation's Aeronautical Information Publication (AIP).

#### C. Hazardous Cargo Permit

1. Instructions are the same as I.B, above, One-Time Permit.

### II. LEAD-TIME AND VALIDITY (for APACS requests)

#### A. Lead-time: 21 days

1. Send any changes to the clearance request no later than five (5) days before the date of the proposed flight. **Any changes to the clearance request within five (5) days before the date of the proposed flight must provide reason in writing. Only emergency situations will be considered. If changes are made on a weekends or during off duty hours (Indian Standard Time) affecting a flight whereas there is not at least one business day to submit an amended aircraft clearance request, call the [USDAO New Delhi](#) Air Ops NCO.**

#### B. Permit valid for:

1. Plus or minus (+/-) 120 minutes from the time of the original schedule requested for 72 hours.
  - a. (Example: if time slips +/- 120 mins of the original time, exactly 24, 48, 72 hours a new clearance is not required).
2. **Notify [USDAO New Delhi](#) as soon as possible, by phone (no voice-mail), if the route changes at all or if the flight time slips more than +/- 120 minutes.**

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Route of flight:

- a. Territory/FIR entry point (name only – do not provide coordinates), date/time (Z).
  - b. Route of flight within territory or FIR of country in DD 1801 format.
    - 1) Include the entry and exit points in the route information.
  - c. Territory/FIR exit point (name only – do not provide coordinates), date/time (Z).
  - d. Verify that computer flight plans comply with the government of India national air routes. Consult appropriate flight information publication.
  - e. Provide only the route of the flight between the entry and exit points in India.
    - 1) Do not copy and paste the entire route of the flight between landing and takeoff at airports.
2. For all crew members: Name, nationality, passport number, date and place of passport issue, duty title, organization to which assigned, and security clearance. Pilot in command and alternate (if any) must be specifically identified by name. Explain status of any crewmember who is not a US citizen.
  3. Names, nationality of passengers (full details, including passport number, date and place of passport issue, and justification required for other than US citizens). Specific prior approval is required for on load or offload of any passengers in India. RON of passengers is not construed to be an on-load or off-load. E-mail scanned copies of the biographical page of all passenger passports to [USDAO New Delhi](#).
  4. General description of cargo if there will be no on-load or offload in India. If on-load or offload is intended, provide complete details of cargo. Specific prior approval is required for any on-load or offload of cargo in India.
  5. Include a phone number and e-mail address for a crew member in the APACS request so [USDAO New Delhi](#) can contact the crew directly regarding services and other handling issues.
  6. Failure to include any of the required information will result in either delayed or denied clearances.
  7. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. If diplomatic clearance has not been received within 12 hours of the scheduled departure, then call [US Embassy New Delhi](#) during duty hours. Flight clearances are often not received until after 1400Z on the day prior to arrival or overflight. During non-duty hours, contact [US Embassy New Delhi](#) and ask in priority the Aircraft Clearances OPSNCO or the OPSCO.
- B. Use only one call sign for the entire inbound and outbound flights, as well as during travel within India. In the past, aircraft that switched from military to civilian call signs prior to entering Indian airspace have been forced to land.
- C. Aircraft must adhere to published international airways. Follow airway directional patterns strictly. Whiskey routes (W52, etc.) are for Indian domestic aircraft only and cannot be used by DoD aircraft. Whiskey routes are allowed only when other routes are not available.

- D. Route and Airspace Restrictions: Aircraft traversing between Pakistan and India must adhere to the following mandatory routes and entry/exit points:
1. Karachi to/from New Delhi: Enter/exit Indian airspace at TIGER (2829N/7215E).
  2. Karachi to Mumbai (Bombay): Enter Indian airspace at TELEM (2407N/0648E) G210 Mumbai (Bombay). Route is one (1)-way east and southbound.
  3. Mumbai (Bombay) to Karachi: G208. Exit (only) Indian airspace at PARTY (2414N/0702E). Route is one (1)-way north and westbound.
  4. New Delhi to/from Islamabad/Lahore: Enter/exit Indian airspace at SAMAR (3120N/0743E).
- E. Special nighttime parking restrictions may apply at Indira Gandhi International and Mumbai (Bombay) airports due to night time airfield saturation. Aircraft at these two (2) airports may use parking areas adjacent to main terminals for a maximum of two (2) hours only from 1430Z to 0230Z. Plan for departures before 1430Z. If either of the above restrictions cannot be met, aircraft must be moved to less congested parking areas after unloading.
- F. Air refueling operations are not allowed over India. For Altitude Reservations (ALTRV), requests over the continental land mass, mission commanders must obtain approval from the Airports Authority of India before the Notice to Airmen (NOTAM) is issued and must include approval information in the aircraft clearance request.
- G. To avoid possible delays due to congested air traffic, refrain from requesting routes that involve flying over Delhi/Indira Gandhi Intl (VIDP) or Mumbai/Bombay Chhatrapati Shivaji Intl (VABB).
- H. From approximately 15 December through 10 February, northern India, including VIDP and VIAG, has thick fog between the hours of 2000-1100. USDAO New Delhi recommends that planners do not schedule flight arrivals and departures during these hours in this time period as flights are frequently delayed.
1. Agra is especially prone to fog. Day trips to VIAG by plane during this timeframe are highly discouraged.
  2. Aircraft taxi times to and from Palam Technical Area at VIDP can exceed 30 minutes.
  3. Provide flight plans (1801s) for each leg at least 24-48 hours in advance of flight to avoid delays. Send to [USDAO New Delhi](#).

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
1. No information provided.
- B. Military
1. No information provided.

## Indonesia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. There are no blanket permits for Indonesia.
2. DoD commercial contract air carriers, under contract with USTRANSCOM, must obtain permit for overflights and landings through Indonesian civil aviation channels. USDAO Jakarta does not process aircraft permissions for DoD commercial contract air carriers. Do not use APACS.
3. DoD commercial contract aircraft must submit necessary landing and overflight requests using the procedures for non-scheduled civil aircraft.
4. Refer to the civil aviation authority of Indonesia website for additional information: <http://hubud.dephub.go.id/hubud/website/index.php>.
5. DoD commercial contract aircraft remain non-scheduled civil aircraft and, as such, are subject to the legal regime of international civil aviation, and do not acquire the status of a State aircraft unless responsible US Government (USG) authorities specifically designate it, in writing, a State aircraft.
6. DoD commercial contract aircraft that have been designated as State aircraft, in writing by responsible USG authorities, should follow the aircraft diplomatic clearance procedure specified in Section II of the [DoD FCG](#) for each respective destination and overflight country.

#### B. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Indonesian civil aviation channels.
2. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings, through Indonesian civil aviation channels. USDAO Jakarta does not process aircraft permissions for DoD commercial contract air carriers. Do not use APACS.
3. DoD commercial contract aircraft must submit necessary landing and overflight requests using the procedures for non-scheduled civil aircraft.
4. Refer to the civil aviation authority of Indonesia website for additional information: <http://hubud.dephub.go.id/hubud/website/index.php>.
5. DoD commercial contract aircraft remain non-scheduled civil aircraft and, as such, are subject to the legal regime of international civil aviation, and do not acquire the status of a State aircraft unless responsible US Government (USG) authorities specifically designate it, in writing, a State aircraft.
6. DoD commercial contract aircraft that have been designated as State aircraft, in writing by responsible USG authorities, should follow the aircraft diplomatic clearance procedure specified in Section II of the [DoD FCG](#) for each respective destination country.

II. LEAD-TIME AND VALIDITY

A. Lead-time:

1. Indonesia requires a 20-day lead time for all permit requests.

B. Permit valid for:

1. Overflight and landing permits are good for 72 hours starting from territorial entry date and time indicated in the permit request.

III. CONTENT OF PERMIT REQUEST

A. No information provided.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

A. Standard airways and altitudes must be used at all times unless previously authorized by the government of Indonesia.

B. Ensure compliance.

C. Inform [USDAO Jakarta](#) of any changes to permit requests, to include ETA, ETD, and cancellations. Deviations from the flight plan are authorized only for declared emergencies

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. No information provided.

B. Military

1. No information provided.

C. E-mail [USDAO Jakarta](#) for up to date list of available airports.

## Iraq

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. US Government (non-military) aircraft or DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for over flights and landings, through the USDAO Baghdad via APACS.
  - a. Requestors must also send an official e-mail to USDAO Baghdad which includes the name, phone number, and e-mail address of the US Government contract point of contact, in addition to APACS ID #, call sign, and date of mission.
2. On behalf of US Government (non-military) aircraft or DoD commercial contract aircraft under contract with USTRANSCOM, USDAO Baghdad will request overflight or landing clearance from the government of Iraq. Once the government of Iraq approves the request, USDAO Baghdad will receive an approval code. USDAO Baghdad will provide this approval code to the requestor in APACS.
3. All DoD commercial contract aircraft under contract with USTRANSCOM must use the "CAMBER" (CMB) call sign when overflying Iraq or landing in Iraq. DoD commercial contract aircraft under contract with USTRANSCOM are prohibited from using call signs such as "US Department of Defense," "DoD," or "military."
4. All companies must have Iraq Civil Aviation Authority (ICAA) approval to operate within Iraqi airspace prior to entering Iraq airspace.

#### C. Hazardous Cargo Permit

1. US Government (non-military) aircraft or DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for over flights and landings for aircraft carrying HAZMAT, through the USDAO Baghdad and must clearly identify any hazardous cargo in their initial APACS request.
2. See additional info in Section I.B, above, One-time Permit.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: Five (5) days.

1. All company information shall be submitted to the ICAA at least seven (7) days prior to the commencement of the first intended flight.

#### B. Permit valid for: 24 hours before the requested overflight or landing date, the requested overflight or landing date, and 48 hours after the requested overflight or landing date.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. All aircraft submissions **MUST** include the following:
  1. Call sign
  2. Aircraft type
  3. Mission type



4. Registration number
5. Entry and exit way points and times
6. Take-off locations and times
7. Landing locations and times
8. Flight route
9. Flight level requested
10. Number of passengers
11. General description of cargo:
  - a. Include exact quantities of vehicles, helicopters, weapons, ammo and other sensitive cargo on board and the location(s) where the cargo will be unloaded.
  - b. "DV/VIP" Annotated on "Purpose of Flight."
- C. During contingency operations when APACS is not available or if the APACS website is down, reference the [Foreign Clearance Manual, Figure C2.F1](#) for "Aircraft Diplomatic Clearance Request Format" template and contact the diplomatic clearance point of contact/[USDAO Baghdad](#) directly for instructions on how to transmit the request

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft Clearance Approver:
  1. Organization/Unit: USDAO Baghdad
    - a. Primary:
      - i. COMM: 011-964-760-030-3000 ext 2361 / 3087 / 2184 / 2108
      - ii. COMM: 1-301-985-8841 ext 2361 / 3087 / 2184 / 2108
    - b. Emergency Only:
      - i. Cell: 011-964-771-953-9927 (primary) or 011-964-771-953-9566 (backup)
    - c. E-mail: [BaghdadDAO@state.gov](mailto:BaghdadDAO@state.gov); [BradleyR@state.gov](mailto:BradleyR@state.gov); [GraciaCabreraY@state.gov](mailto:GraciaCabreraY@state.gov); and [OburnM@state.gov](mailto:OburnM@state.gov).
  2. Organization/Unit: Baghdad Diplomatic Support Center's (BDSC's)
    - a. Primary:
      - i. COMM from US carrier: 1-240-553-0581, at prompt dial 566-1727
      - ii. COMM from international carrier: 00-964-760-030-3000, at prompt dial 566-1727
    - b. E-mail:
      - i. Unclassified: [BDSC\\_PPR2@state.gov](mailto:BDSC_PPR2@state.gov)
- B. Baghdad International Airport (ORBI) is the primary point of entry for aircraft seeking to land in Iraq.
- C. US Government (non-military) aircraft or DoD commercial contract aircraft under contract with USTRANSCOM are not authorized to land at Erbil International Airport (ORER) without first landing at Baghdad International Airport (ORBI) and clearing Iraqi customs.
- D. Use of any other airports require extensive coordination between the government of Iraq and [USDAO Baghdad](#).
  1. This process can take more than one (1) week, requestors should submit requests as early as possible.
- E. Aerial photography of any kind is prohibited
- F. Consult NOTAM's frequently.

- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. None.
  - B. Military
    - 1. None.

## Ireland

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings from the Irish Department of Transportation, Aviation Regulation and International Relations Division.

##### a. Contact information:

- 1) Phone: 011-353-1-604-1048 / 1045
- 2) Fax: 011-353-1-604-1131
- 3) E-mail: [exemptwm@transport.ie](mailto:exemptwm@transport.ie)

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, from the Irish Department of Transportation, Aviation Regulation and International Relations Division.

##### 1. Contact information:

- 1) Phone: 011-353-1-604-1048 / 1045
- 2) Fax: 011-353-1-604-1131
- 3) E-mail: [exemptwm@transport.ie](mailto:exemptwm@transport.ie)

2. DoD commercial contract aircraft landing or overflying Ireland must comply with the provisions of Ireland's Law Banning the Carriage of Munitions of War.

##### a. Munitions of war include:

- 1) Soldier's side arms
- 2) Crew-served weapons
- 3) Dangerous cargo.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: No information provided.

#### B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

#### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. In the event that a DoD commercial contract aircraft under contract to USTRANSCOM carrying US military personnel and/or weapons experiences technical problems and the military personnel are required to leave the airport or are delayed more than a few hours, [USDAO Dublin](#) must be contacted immediately by phone from the commercial airline representative.

1. The commercial airline representative will present the on-board troop commander with the attached document for signature of acknowledgement of the "No US military uniform/weapon in Ireland policy".
2. Troop commanders or equivalent must acknowledge restrictions that pertain to US DoD personnel while in the Republic of Ireland. This is accomplished by

signing the [attached memorandum](#) and providing it to [USDAO Dublin](#). The commercial airline representative will forward the signed document to [USDAO Dublin](#).

- B. DoD commercial contract aircraft that have US military weapons on board must maintain a US military guard on board the aircraft unless prior arrangements have been made with [USDAO Dublin](#) and the Irish police.
- C. Military Service members serving as escorts to equipment or planning to remain overnight in Ireland must have a passport and civilian clothes to change into.
  - 1. Exceptions to this policy must be coordinated with [USDAO Dublin](#) before the DoD commercial contract aircraft departs from the last location prior to arriving in Ireland.
- D. Military Service members arriving without a passport or civilian clothes may have to remain in the airport or onboard the aircraft during the air crew rest period.
- E. Transport of prisoners or personnel in restraints, whether military service members or civilians, through Ireland or Irish airspace is prohibited on any military or DoD commercial contract flights without prior approval from the Irish government.
  - 1. Transport must be coordinated through [USDAO Dublin](#) and will most likely require several working days.
  - 2. Flights transporting prisoners or personnel in restraints that must divert to Ireland because of weather conditions or technical problems, the aircrew must notify [USDAO Dublin](#) immediately, or as soon as possible when emergency situations prevent immediate notification.
  - 3. Prisoners or personnel in restraints may only exit the aircraft if an emergency situation warrants evacuation of all personnel.
- F. Weapons are not allowed in Irish airports or off US military aircraft or DoD commercial contract aircraft without prior written permission from the Irish government.
  - 1. Security details escorting distinguished visitors must remain on board the aircraft or secure weapons on board the aircraft while in Ireland.
  - 2. Failure to comply with this requirement is a violation of Irish law and may result in legal proceedings.
- G. Military working dogs (MWD) must have prior Irish Government permission to deplane for exercise.
  - 1. The Irish Department of Agriculture, Fisheries, and Food has licensed the [USDAO Dublin](#) to request exemptions to quarantine rules so that MWDs on US military or DoD commercial contract aircraft can deplane for exercise while transiting Shannon Airport.
  - 2. A request for MWDs to deplane must be made to [USDAO Dublin](#) at least 48 hours prior to aircraft arrival during normal business hours (Monday-Friday 0830-1700 local) so that USDAO has sufficient time to process the request.
  - 3. Aircraft must also request that parking facilities at either Stand 39 or 42 be used.
  - 4. Once permission is granted, the deplaning of MWDs must be supervised and logged by the US DoD liaison officer at Shannon Airport, who will ensure compliance with the protocols set forth by the Irish Department of Agriculture, Fisheries, and Food.
  - 5. Deplaning of MWDs without having been granted prior permission and without the supervision of the US DoD liaison officer at Shannon Airport is prohibited and may result in the quarantine of the MWDs.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Shannon International Airport (EINN) in Limerick, Ireland may be used as a cargo and passenger technical stop as well as a weather alternate.
2. Dublin International Airport (EIDW) may be used as a weather alternate ONLY.
3. No other airports in Ireland may be used by DoD commercial contract aircraft under contract to USTRANSCOM as Technical Stops or Weather Alternates.

B. Military

1. None.

## Italy

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

**NOTE:** DoD commercial contract missions using the below blanket clearance numbers **MUST**, repeat must, use a Camber “CMB” call sign.

1. DoD commercial contract aircraft are authorized to use Blanket permit/clearance number “US-002”, for aircraft **NOT carrying** HAZMAT to overfly Italian sovereign airspace and/or land at Aviano Air Base (LIPA), Cantania-Sigonella Air Base (LICZ), or Naples (LIRN).

- a. Keep [USDAO Rome](#) informed of delays or changes in flight timing, but assume continued use of this clearance under all circumstances.

#### 2. HAZMAT Blanket permits:

- a. Blanket permit/clearance number "US-EF-12-20" (valid from 01 January through 31 December 2020) can be used for DoD commercial contract aircraft landing or overflights in direct support of Operation Freedom’s Sentinel (OFS).
  - 1) Flights must use the call sign CAMBER (CMB).
  - 2) Clearance is valid for overflight of Italian sovereign airspace, and may be used for some landing and departures.
  - 3) DoD commercial contract aircraft may land only at Aviano and Sigonella when using this clearance.
  - 4) The HAZMAT must be destined for, or originate in one of the countries listed below.
    - a) Flights that off-load HAZMAT cargo in Italy for future shipment to the OFS AOR cannot use this blanket clearance.
    - b) Countries that are included in this clearance: Afghanistan, Pakistan, UAE, Kyrgyzstan, Turkmenistan, Uzbekistan, and Tajikistan.
    - c) NOTE: Bahrain (OBBI, OBBS) is NOT included in this clearance.
      - i. All flights between Italy and Bahrain must be approved as a one-time clearance request.
- b. Blanket permit/clearance number "US-ND-12-20" (valid from 01 January through 31 December 2020) can be used for DoD commercial contract aircraft landing or overflights in direct support of Operation New Dawn (OND) (Formerly Operation Iraqi Freedom/OIF).
  - 1) Flight must use the call sign CAMBER (CMB).
  - 2) Clearance is valid for overflight of Italian sovereign airspace.
  - 3) DoD commercial contract aircraft may land only at Aviano and Sigonella when using this clearance.
  - 4) Only direct flights to/from the CENTCOM AOR may use this blanket clearance.
  - 5) The HAZMAT must be destined for, or originate in one of the countries listed below.

- a) Flights that off-load HAZMAT cargo in Italy for future shipment to the Operation New Dawn AOR cannot use this blanket clearance.
    - b) Countries that are included in this clearance: Iraq, Kuwait, UAE, and Qatar.
    - c) NOTE: Bahrain (OBBI, OBBS) and Horn of Africa countries are NOT included in this blanket clearance.
      - i. All flights between Italy, Bahrain, and the Horn of Africa must be approved as a one-time clearance request.
  - c. Blanket permit/clearance number "US-DAC-12-20" (valid from 01 January through 31 December 2020) can be used for DoD commercial contract aircraft transporting HAZMAT to or from Kosovo, and operating in support of KFOR.
    - 1) This clearance only covers overflights: It does not authorize any landings in Italy. This blanket clearance is valid for an unlimited period.
  - 3. Keep [USDAO Rome](#) informed of delays or changes in mission timing, but assume continued use of these clearances.
  - 4. If there are any questions as to whether or not an individual flight qualifies to use a clearance number, call [USDAO Rome](#) at least eight (8) working days prior to the mission.
  - 5. Any flight that does not meet the qualifications for a blanket clearance must apply for a "One-time clearance".
- B. One-time Permit
- 1. Prepare and submit the permit request automatically via [APACS](#).
    - a. NLT 12 working days before scheduled entry into Italian airspace.
    - b. If an organization has a dire need situation, contact [USDAO Rome](#) with the details immediately so [USDAO Rome](#) can coordinate with the Italian Air Force.
    - c. If the request is an emergency, and after normal duty hours, call the [USDAO Rome](#) Duty Officer phone number.
    - d. Do not call with routine questions, or anything that can wait until normal duty hours.
    - e. The on-call person is not necessarily an aircraft clearance expert, so wait until normal duty hours for everything except emergency clearance issues.
  - 2. [USDAO Rome](#) will send the approval or denial of the one-time-clearance request by the method the request was received (ie. APACS).
    - a. Normally, clearances are not released by the Italian Air Force until one (1) - two (2) working days prior to the scheduled day of flight.
    - b. Organizations may phone 011-39-06-4674-2559 / 2339 to inquire about the status of a one-time clearance request.
  - 3. Once approved one-time clearance number is received (format: AM 123 / 14), that clearance number is indelibly locked to four (4) key elements:
    - a. Aircraft type,
    - b. Primary call sign,
    - c. Departure ICAO

- d. Arrival ICAO (for the itinerary portion involving Italy).
  - e. If any of the four (4) items above change, then the clearance is invalid and will need to be resubmitted.
    - 1) If this is the case, contact USDAO Rome immediately.
- 4. Planners are still responsible for obtaining their own PPR from all military bases and civilian airports in Italy, ensuring airfield suitability, and ensuring the availability of required support equipment (POL, maintenance, etc.).
  - a. Italian airports require PPR requests 48 hours prior to ETA.
- C. Hazardous Cargo Permit
  - 1. DoD commercial contract aircraft flights carrying HAZMAT should plan FIR routings that go around Italian city centers and congested areas.
    - a. If a route is submitted that over fly's city centers or congested areas, the route will be rejected by the Italian Air Force and the clearance may not be approved.
    - b. Failure to provide correct routings will delay the approval process, and may delay the flight.
  - 2. See Section I.A, above for Blanket HAZMAT permit procedures. (if applicable)
  - 3. In addition to the information normally provided in routing Blanket permits / clearance number requests, provide the following additional information for processing HAZMAT permits/clearances:
    - a. Type of cargo (i.e. flares, paint, rockets).
    - b. Quantity and class of cargo, along with UN number.
    - c. Total weight of each type or class of cargo.
    - d. Net Explosive Weight (NEW) of each type of class of cargo.
    - e. Clearly indicate HAZMAT on each leg of the flight (i.e. ONLOAD: LICZ, OFFLOAD: EGAR).
    - f. Operation, exercise, or command supported (i.e. NATO, ISAF, CTF-XX, etc.).

## II. LEAD-TIME AND VALIDITY

NOTE 1: The Italian Air Force processes and grants aircraft diplomatic clearances from 0830L - 1630L Monday - Thursday and 0830L - 1300L Friday. Clearance requests received outside of these hours or during Italian and US holidays will not be processed until the next duty period.

### A. Lead-time:

- 1. Blanket Clearances (US 002; US EF 12 20; US ND 12 20; US DAC 12 20).
  - a. NOTE: If the flight meets the criteria to use one of the Blanket permit/clearance numbers, assume approval unless otherwise notified by USDAO Rome.
  - b. NOTE: If there are any questions on whether a HAZMAT clearance number can be used or not, contact [USDAO Rome](#) at least eight (8) days prior.
- 2. 12 working days for overflight or landing with HAZMAT.
  - a. The Italian Air Force will not approve anything less than eight (8) working days unless there is dire mission need (ex. Movement of Presidential support cargo. Equipment for exercises will not be approved).

### B. Permit valid for:

- 1. Blanket clearances



- a. Valid for an unlimited period.
  - b. Keep USDAO Rome informed of delays or changes in mission timing, but assume continued use of the applicable clearance.
2. One-time clearances
- a. Valid for 72 hours from 0000L (Rome time) to 0000L on the third day after the originally scheduled overflight or arrival time in Italy.
  - b. For example, if a mission is scheduled to land at 1500L on the 11th, the clearance will expire at 2159L on the 14th.
  - c. Clearances expire according to when each leg is scheduled to occur. To continue the example above, if that mission is scheduled to depart at 2000L on the 12th, that portion of the clearance will expire on 2159L on the 15th.
  - d. Keep [USDAO Rome](#) informed of any delays or changes in mission timing. It is possible to extend the clearance before it expires, if enough lead-time is provided.
  - e. If the clearance expires, [USDAO Rome](#) must submit a new Aircraft Clearance request with at least five (5) working days lead-time.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. In paragraph 1 of the Aircraft Clearance Request, under “Purpose of flight,” state whether aircraft is in support of operations in Afghanistan and Iraq that are originating in or terminating in Afghanistan or Iraq.
    - a. Flights claiming to be in support of operations in Afghanistan and Iraq that do not originate in, terminate in, or transit the OFS AOR may be denied use of the USEF/USND blanket MDCNs unless additional information is provided.
    - b. Flights requesting to use the blanket clearances for transportation of HAZMAT must ensure that the HAZMAT originates in or terminates in the appropriate country (Afghanistan or Iraq). If it does not, then the blanket clearance cannot be used.
  - 2. If a mission meets the blanket permit / clearance criteria above, state which Blanket permit number the aircraft intends to use for Italy.
    - a. For example, “...For Italy; will use US 002 unless notified otherwise.”
    - b. If blanket permit / clearance number is correct, then USDAO Rome will approve the flight request in APACS, but may not respond to each e-mail request individually. The requesting organization can assume approval if there is no HAZMAT onboard the aircraft.
    - c. If blanket permit / clearance number is incorrect, then [USDAO Rome](#) will reply by e-mail with the corrected clearance information.
  - 3. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country (appropriate airways MUST be listed).
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).

- d. Additional operational information, to include number of aircraft, type, call sign, and itinerary, including ETA and ETD for each airport.
  - e. Operation, exercise, or command supported (i.e., NATO, ISAF, CTF-XX, etc.).
- 4. Additional passenger information: If the flight is carrying a DV code one (1) through six (6), state the DV's full name, rank, duty title, position, and purpose of visit. The Italian Air Force requires this information for all DV code one (1) through six (6) flights landing or taking off in Italy. This does not apply to overflights.
- C. In the clearance request, state which permit clearance number the aircraft intends to use for Italy. Written, verbal, or APACS approval to use a permit clearance number is not needed. Prepare and submit the clearance request.
- D. In addition to the information normally provided on routing clearance requests, provide the following additional information for processing HAZMAT clearances:
  - 1. Type of cargo (i.e. flares, paint, rockets)
  - 2. Quantity and class of cargo, along with UN number
  - 3. Total weight of each type or class of cargo
  - 4. Net Explosive Weight (NEW) of each type or class of cargo
  - 5. Clearly indicate HAZMAT on each leg of the flight (i.e. ONLOAD: LICZ, OFFLOAD: EGAR).

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Be advised that an Aircraft Overflight Permit / Clearance does not constitute permission to land.
  - 1. The clearance number issued by USDAO Rome, only grants authorization to transit Italian airspace and to potentially utilize the airports.
  - 2. For all landings, obtain permission to land (PPR) directly from the airport.
- B. Flight crews are still responsible for obtaining their own PPR from all military bases and civilian airports in Italy, ensuring airfield suitability, and ensuring the availability of required support equipment (fuel, maintenance, etc.).
  - 1. Italian airports require PPR requests 48 hours prior to ETA.
- C. Aircraft Clearance Approver Contact Information: [USDAO Rome](#).
- D. Zika Mosquito Spraying Guidelines (effective 20 August 2016):
  - 1. All US military aircraft landing on Italian territory must carry a hard copy of either:
    - a. A signed and completed "Exception to CRD" form certifying that the aircraft did not land in one of the countries listed below during the past 28 days, and the aircraft is therefore exempt from being sprayed.
      - 1) The signing official on the Exception to CRD form is the aircraft Captain or anyone else who can certify that the aircraft was not on the ground in one (1) of these countries during the past 28 days prior to landing in Italy.
      - 2) See link to the "Exception to CRD" form [here](#).
  - OR
  - b. A signed and completed "Certificate of Residual Disinsection (CRD)" certifying that the aircraft has been treated (sprayed) with 2% Permethrin within the previous eight (8) weeks of arrival in Italy.

- 1) The CRD should be signed at the time the aircraft is treated (sprayed.)
- 2) See link to the “CRD” form [here](#).
2. Italian airport authorities may request a copy of the current CRD or Exception to CRD form along with the Prior Permission Request (PPR) or upon arrival at an Italian airport.
  - a. The PPR may not be approved if a current CRD or Exception to CRD form is not provided with the PPR.
  - b. If a current CRD or Exception to CRD form is not provided upon request at the airport, aircrew and passengers may not be allowed to disembark the aircraft and may be directed to leave the territory and national airspace of Italy.
3. Some Italian military airports may adjust the Italian Ministry of Health-directed Zika spraying requirement in accordance with local airport requirements.
  - a. Aircrew should contact Base Operations where a landing in Italy is planned for questions about current local requirements for specific aircraft.
  - b. USDAO Rome is not aware of any type of manned aircraft that is exempt from Italy’s Zika mosquito spraying policy.
4. The Armed Forces Pest Management Board (AFPMB) recently coordinated and implemented new procedures for the spraying of US military aircraft and aircraft owned or operated by the DoD.
  - a. Aircraft owned or operated by the US DoD will be disinfested in accordance with the procedures found in the [Armed Forces Pest Management Board \(AFPMB\) Technical Guide \(TG\) No. 4, “Disinsection of Military Aircraft”](#).
  - b. AFPMB TG 4 procedures are in alignment with World Health Organization guidance for aircraft disinsection and use products registered by the US Environmental Protection Agency.
5. Italy-designated “Aedes aegypti mosquito-threat” countries: (Current as of 09 August 2016):
  - a. **AMERICA:**  
Anguilla  
Argentina  
Aruba  
Barbados  
Belize  
Bolivia  
Bonaire  
Brazil  
Colombia  
Costa Rica  
Cuba  
Curacao  
Dominica  
Dominican Republic  
Ecuador  
El Salvador

French Guiana  
Grenada  
Guadeloupe  
Guatemala  
Guyana  
Haiti  
Honduras  
Jamaica  
Martinique  
Mexico  
Nicaragua  
Panama  
Paraguay  
Peru  
Puerto Rico, US Territory  
Saint Martin  
St. Barthelemy  
St. Lucia  
St. Vincent and The Grenadines  
St. Eustatius  
St. Maarten  
Suriname  
Trinidad and Tobago  
US Virgin Islands  
Venezuela

b. **OCEANIA/PACIFIC ISLANDS**

American Samoa  
Fiji  
Micronesia  
Marshall Islands  
New Caledonia  
Papua New Guinea  
Samoa  
Tonga

c. **AFRICA**

Angola  
Benin  
Botswana  
Burkina Faso  
Burundi  
Cape Verde  
Cameroon  
Central African Republic  
Chad  
Congo  
Cote d'Ivoire  
Dem. Rep. of the Congo  
Equatorial Guinea

Ethiopia  
Gabon  
Gambia  
Ghana  
Guinea  
Guinea Bissau  
Kenya  
Liberia  
Mali  
Mauritania  
Niger  
Nigeria  
Rwanda  
Senegal  
Sierra Leone  
South Sudan  
Sudan  
Togo  
Uganda

d. **EUROPE**

Georgia  
Dogu Karadenize Bolumu ( Black Sea - Turkey)  
Krasnodar Territory ( Black Sea - Russia)  
Madeira Island

6. HAZMAT restrictions.

- a. Aircraft carrying HAZMAT are authorized to land only at the following:
  - 1) Amendola (LIBA)
  - 2) Aviano (LIPA)
  - 3) Brindisi (LIBR)
  - 4) Ghedi (LIPL)
  - 5) Grazzanise (LIRM)
  - 6) Piacenza (LIMS)
  - 7) Pisa (LIRP)
  - 8) Sigonella (LICZ)

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

- 1. Naples – Capodichino Int’l Airport (LIRN) **(NO HAZMAT, repeat NO HAZMAT)** may be used as a technical stop and weather alternate ONLY for cargo missions under contract to USTRANSCOM.

B. Military

- 1. The following military airports in Italy may be used as a technical stop and weather alternate ONLY for cargo missions under contract to USTRANSCOM:
  - a. Aviano Air Base (LIPA)
  - b. Catania-Sigonella Air Base (LICZ)
    - 1) Additional requirements apply to aircraft arriving NAS Sigonella (LICZ). This applies to ALL inbound aircraft regardless of previous route or transit locations that wish to land at NAS

Sigonella. A PPR for NAS Sigonella will not be issued until the following procedures are completed:

- a) To obtain a PPR for ANY aircraft to Sigonella (LICZ), the DoD Contract Air Carrier is required to submit (via e-mail) an ICAO Annex 9 Appendix 1 General Declaration form (see form below) prior to departure from the previous station.
  - i. Both the aircrew and passengers must fill out the medical Ebola questionnaire (each person) and the Public Health Passenger Locator Card (one (1) per family)).
  - ii. Once the ATOC receives the completed Aircraft Commander's Declaration from the DoD Contract Air Carrier, the ATOC will obtain the PPR for that flight.
- b) Upon arrival at NAS Sigonella, the ATOC will collect the completed forms for all personnel on the aircraft (aircrew and passengers) and turn them over to the Italian BOC.
- c) Phone number for the ATOC is DSN 314-624-2745 for questions. The e-mail address for the Aircraft Commander's required declaration is:
  - i. [W-SI-NASSIG-Atoc-GS@fe.navy.mil](mailto:W-SI-NASSIG-Atoc-GS@fe.navy.mil)

## APPENDIX 1. GENERAL DECLARATION

<b>GENERAL DECLARATION</b> <b>(Outward/Inward)</b>		
Operator .....		
Marks of Nationality and Registration .....	Flight No. ....	Date .....
Departure from..... (Place)	Arrival at .....	(Place)
<b>FLIGHT ROUTING</b> ("Place" Column always to list origin, every en-route stop and destination)		
PLACE	NAMES OF CREW*	NUMBER OF PASSENGERS ON THIS STAGE**
		<i>Departure Place:</i> Embarking ..... Through on same flight .....
		<i>Arrival Place:</i> Disembarking ..... Through on same flight .....
<i>Declaration of Health</i> Name and seat number or function of persons on board with illnesses other than airsickness or the effects of accidents, who may be suffering from a communicable disease (a fever — temperature 38°C/100°F or greater — associated with one or more of the following signs or symptoms, e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhoea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or confusion of recent onset, increases the likelihood that the person is suffering a communicable disease) as well as such cases of illness disembarked during a previous stop ..... .....		For official use only
Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight, give details of most recent disinsecting ..... .....		
Signed, if required, with time and date ..... <div style="text-align: center; margin-top: 5px;">Crew member concerned</div>		
I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration, are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.		
SIGNATURE .....		

Size of document to be 210 mm x 297 mm (or 8 1/4 x 11 3/4 inches).

\* To be completed when required by the State.

\*\* Not to be completed when passenger manifests are presented and to be completed only when required by the State

SCHEDA DI INDIVIDUAZIONE PASSEGGERI PER FINI DI SANITA' PUBBLICA PUBLIC HEALTH PASSENGER LOCATOR CARD	
<p>La scheda di individuazione passeggeri per fini di sanità pubblica deve essere compilata nei casi in cui l'autorità di sanità pubblica sospetta la presenza di una malattia infettiva. Le informazioni fornite aiuteranno le autorità di sanità pubblica a controllare l'evento permettendo loro di seguire i passeggeri che possano essere esposti alla malattia infettiva. Le informazioni e i dati saranno trattati dall'autorità di sanità pubblica in conformità con le leggi vigenti e saranno usati solo per scopi di sanità pubblica.</p> <p><i>Public Health Passenger Locator Card to be completed when public health authorities suspect the presence of a communicable disease. The information you provide will assist the public health authorities to manage the public health event by enabling them to trace passengers who may have been exposed to communicable disease. The information is intended to be held by the public health authorities in accordance with applicable law and to be used only for public health purposes.</i></p>	
<b>Informazioni sul volo/ Flight information</b>	
1. Numero linea e volo/Airline and Flight number Linea/Airline _____ Numero volo/Flight no. _____ / /	2. Data di arrivo/Date of arrival _____ / _____ / _____
3. Numero dove realmente seduti sul velivolo/Seat number where you actually sat on the aircraft _____	
<b>Informazioni personali/ Personal information</b>	
4. Nome/Name Cognome/Family name _____ Nome/Given name _____	
Residenza/Your Current Home Address Via e numero/Street name and No. _____ Città/City _____	
Stato/Country _____ CAP/ZIP-Postal Code _____	
Numero di telefono/Fisso o di lavoro o cellulare/ Your Contact Phone Number: Residential or work or mobile)	
Prefisso Stato (Country Code)	Prefisso Città (Area Code)
Numero di Telefono (Phone Number)	Indirizzo E-mail (E-mail address)
Passaporto o numero del Documento di viaggio (Passport or Travel Document Number)	
Paese di Rilascio / Organizzazione (Issuing Country / Organization)	
<b>Informazioni per i Contatti/ Contact Information</b>	
5. Indirizzo e numero di telefono dove potete essere contattati durante la permanenza o, in caso di più luoghi, numero del telefono cellulare e l'indirizzo iniziale./ Address and Phone Number where you can be contacted during your stay or, if visit many places, your cell number and initial address. Via e numero/Street name and No. _____ Città/City _____	
Stato/Country _____ CAP/ZIP-Postal Code _____	
Numero di Telefono (compreso il prefisso dello Stato) o numero di telefono cellulare/ Telephone Number (incl. state Country code) or mobile phone number.	
Prefisso Stato Country Code	Prefisso Città Area Code
Numero di Telefono Phone Number	Indirizzo E-mail E-mail address
6. Informazioni per il contatto con la persona a conoscenza dei movimenti nei prossimi 31 giorni, in caso di emergenza o per fornire importanti informazioni sanitarie. Fornire il nome di un contatto personale stretto o di un contatto di lavoro. Esclusi: voi stessi/ Contact information for the person who will best know where you are for the next 31 days, in case of emergency or to provide critical health information to you. Please provide the name of a close personal contact or a work contact. That name not be you.	
a. Nome/Name Cognome/Family name _____ Nome/Given name _____	
b. Telefono/Telephone number	
Prefisso Stato Country Code	Prefisso Città Area Code
Numero di Telefono Phone Number	Indirizzo E-mail E-mail address
c. Indirizzo/ Address Via e numero/Street name and No. _____ Città/City _____	
Stato/Country _____ CAP/ZIP-Postal Code _____	
7. Viaggia con altre persone? Sì/No (Circella la risposta appropriata). Se così, con chi? (Nome dell'individuo o del gruppo) Are you travelling with anyone else? Yes/No (Circle appropriate response) If so, who? (Name of individual or group)	



## Jamaica

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through either the [USDAO or USMLO Kingston](#).
  - 2. DoD commercial contract air carrier do not contact civil aviation authorities.
  - 3. [USDAO or USMLO Kingston](#) act as liaisons to obtain appropriate permits.
- C. Hazardous Cargo Permit
  - 1. DoD commercial contract air carriers under contract with USTRANSCOM carrying HAZMAT must obtain permission for overflights and landings through either the [USDAO or USMLO Kingston](#).
  - 2. DoD commercial contract air carrier do not contact civil aviation authorities.
  - 3. [USDAO or USMLO Kingston](#) act as liaisons to obtain appropriate permits.
  - 4. Aircraft carrying HAZMAT items must also be approved by Jamaican Customs if items are to be offloaded and/or used in Jamaica.
  - 5. All explosives, weapons, ammunition, and military related items must also be approved by the Ministry of National Security.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. 10 days for Non-HAZMAT cargo.
  - 2. 30 days for HAZMAT cargo.
- B. Permit valid for:
  - 1. ETA plus (+) 24 hours. Notify [USDAO Kingston](#) of any delays.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  - 1. Provide point of contact information in the APACS request:
    - a. POC's name
    - b. POC's company position
    - c. Phone number
    - d. E-mail address

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Notify [USDAO Kingston](#) of any cancellations or changes in ETA.
- B. DoD Commercial Contract Aircraft will be disinfected in accordance with the procedures found in the [Armed Forces Pest Management Board \(AFPMB\) Technical Guide \(TG\) No. 4, "Disinsection of Military Aircraft"](#).
  - 1. AFPMB TG 4 procedures are in alignment with World Health Organization guidance for aircraft disinsection and use products registered by the US Environmental Protection Agency.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Airports in Jamaica that may be used as a technical stop or weather alternate for cargo and passenger missions for commercial air carriers under contract with USTRANSCOM:

- a. Norman Manley International Airport (MKJP) in Kingston, Jamaica
- b. Sangster International Airport (MKJS) in Montego Bay, Jamaica

B. Military

1. No information provided.

## Japan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through Japanese civil aviation channels.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Japanese civil aviation channels.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

#### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. No information provided.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. All airports in Japan may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

#### B. Military

1. The following US military airports in Japan may be used ONLY as a weather alternate for passenger and cargo missions under contract to USTRANSCOM:
  - a. Kadena Air Base (RODN)
  - b. Yokota Air Base (RJTY)

## Jordan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through the [Joint Movement Coordination Center \(JMCC\)](#) Superintendent.
  - 2. DoD commercial contract air carriers do not contact Jordanian civil aviation authorities.
- C. Hazardous Cargo Permit
  - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings of aircraft carrying HAZMAT through the [Joint Movement Coordination Center \(JMCC\)](#) Superintendent.
  - 2. DoD commercial contract air carriers do not contact Jordanian civil aviation authorities.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. Seven (7) days.
- B. Permit valid for:
  - 1. Overflight: Calendar day of request.
  - 2. Landings: Calendar day of request.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Failure to provide required information will result in unnecessary delays and possible clearance denial.
- C. Notify [Joint Movement Coordination Center \(JMCC\)](#) Superintendent of all aircraft delays, cancellations, and/or mission modifications of 30 minutes or more by phone or e-mail.
  - 1. Failure to do so may cancel the landing or overflight approval.
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft servicing must be coordinated through the [Joint Movement Coordination Center \(JMCC\)](#) Superintendent by APACS or e-mail.
  - 1. Aircraft servicing locations are:

- a. Amman/Queen Alia International Airport (OJAI)
  - b. Amman/Amman Civil Airport (OJAM)
  - c. Aqaba/King Hussein International Airport (OJAQ)
- 2. Contacting the servicing companies directly is strictly prohibited.
- B. Aircraft transiting Azraq/Muwaffaq Salti Air Base (OJMS) that require fuel services must send all servicing requirements to the [Joint Movement Coordination Center \(JMCC\)](#) Superintendent by APACS or e-mail.
  - 1. Services will be requested to a US Embassy approved servicing company.
  - 2. A confirmation e-mail will be sent by the JMCC Superintendent.
- C. DoD Commercial Contract carriers are prohibited from contacting FBO's directly.
- D. Landings at Amman/Queen Alia International Airport (OJAI) are reserved for Department of State missions or missions approved by the JMCC Superintendent.
- E. Aerial photography is prohibited.
- F. Follow international airways while overflying Jordan.
- G. The coordinates for the line depicting the No Fly Zone North of the line are (in Deg, min, Sec):
  - 1. N 32 43 53 E 39 00 35
  - 2. N 32 07 38 E 36 53 22
  - 3. N 32 35 50 E 35 34 39
- H. Flights within a 5NM radius of King Hussein Air Base (OJMF) at Mafrq centered at N 32 21 23 E 36 15 33 are prohibited.
- I. Routing via airway A-52 avoids restricted areas referenced above.
- J. All aircraft entering Jordan airspace must follow Jordanian Civil Aviation Authority Regulations and establish radio contact with the radar center on 128.3 or 128.5 MHz at least 10 minutes prior to entering Jordan airspace.
  - 1. See the Jordan Aeronautical Information Publication (AIP) at the following website <http://www.carc.jo/> for additional information on flying in Jordan.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. Airports in Jordan that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
    - a. Amman Civil Airport (OJAM)
    - b. King Hussein International Airport (OJAQ)
- B. Military
  - 1. None.

## Kazakhstan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Astana](#) via APACS.
2. Do not submit for overflight clearance directly through Kazakhstan Civil Aviation, it will be denied.
3. [USDAO Astana](#) will submit the above information to the Kazakh Ministry of Foreign Affairs requesting a one (1)-time authorization.
4. APACS will be updated with the One-time authorization number when received from the Ministry of Foreign Affairs, and at that time the APACS request will be approved.
5. Clearances will typically not be available until one (1) to two (2) days before the flight enters Kazakhstan.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Astana](#) via APACS.
2. Do not submit for overflight clearance directly through Kazakhstan Civil Aviation, it will be denied.
3. [USDAO Astana](#) will submit the above information to the Kazakh Ministry of Foreign Affairs requesting a one-time authorization.
4. APACS will be updated with the authorization number when received from the Ministry of Foreign Affairs, and at that time the APACS request will be approved.
5. Clearances will typically not be available until one (1) to two (2) days before the flight enters Kazakhstan.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Seven (7) days

#### B. Permit valid for:

1. Plus (+) 60 hours from the first APACS submitted arrival or entry time to the Republic of Kazakhstan
  - a. This is a change from the previous 72 hour clearance validity.
  - b. To ensure diplomatic clearances are received from the government of Kazakhstan in a timely manner and to compensate for potential early arrivals, [USDAO Astana](#) alters the first APACS requested Territory/FIR entry time by 12 hours in order to satisfy Government of Kazakhstan diplomatic clearance timelines.
  - c. Contact [USDAO Astana](#) if the expected arrival time becomes more than six (6) hours early, or more than 57 hours late from the APACS submitted entry/arrival time to the Republic of Kazakhstan.

- 1) Changes outside of the parameters will most likely cause a denial from the Ministry of Foreign Affairs of Kazakhstan.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  1. Operator
  2. Operator’s Mailing Address
  3. ICAO Code
  4. Flight Number
  5. Aircraft Type
  6. Registration Number
  7. Alternate Call Sign
  8. Alternate Tail Number
  9. Country of Registration
  10. Type of navigation and communications equipment
  11. Point of Departure
  12. Point of Destination
  13. Divert Airfield
  14. Type of Cargo
  15. Number of Personnel on board
  16. Date of Entry
  17. Time of Entry
  18. Point of Entrance
  19. Route of Flight
  20. Date of Exit
  21. Time of Exit
  22. Point of Exit
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Per Kazakhstan Aeronautical Publication contract aircraft are required to prepay navigation fees.
  1. Therefore, DoD commercial contract air carriers under contract to USTRANSCOM must contact Kazaeronavigatsia to establish a payment plan/schedule.
  2. Failure to do so will result in denied overflight clearance.
- B. No less than four (4) hours prior to each scheduled departure, a notification of the use of the airspace over the Republic of Kazakhstan shall be provided to the Main Air Traffic Planning Center of the Republic of Kazakhstan (AFTN – UAAKZDZK, UAAAZDZW) by sending a flight plan.
- C. Routing.
  1. Kazakhstan’s FIR extends beyond its territorial boundaries, most notably into Turkmenistan and Tajikistan, but the following routes enter Kazakhstan’s

national airspace and therefore require submission of a diplomatic clearance request to [USDAO Astana](#):

- a. B370 between points ABEVO and OGRIP.
  - b. A477 between points UVASU and RAVOB.
  - c. A117 between points NETAT and IPRAR.
  - d. A114 between points VAMUK and AKAZU.
2. For aircraft landing in or taking off from Kazakhstan, planners should, for aircraft clearance purposes, request airport area routing without regard to Instrument Arrival and Standard Instrument Departure procedures.
- a. The routing should be from the entry border point to the point overhead the field, then 'direct to land at UAXX', then 'UAXX direct to' the point overhead the field, then the route to exit at the border point for overflight and landing.
  - b. Crews may file instrument approaches and departures as appropriate to the existing conditions on the day of the flight.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Almaty International Airport (UAAA) may be used by DoD Commercial Contract Air Carriers as a weather alternate for passenger missions.

B. Military

1. None.



## Korea, South

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings, through South Korean civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through South Korean civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Route G585, from KPO to SEL, is only authorized for westbound traffic.
    - 1. Only under very specific or exceptional circumstances should aircraft request eastbound flight from SEL to KPO on G585.
    - 2. Aircraft that must fly eastbound from SEL to KPO on G585 must obtain a PPR from Incheon Area Control Center at least 24 hours in advance.
  - B. Route G597, from KAE to LANAT, is only authorized for eastbound traffic.
    - 1. Only under very specific or exceptional circumstances should aircraft request westbound flight from LANAT to KAE on G597.
    - 2. Aircraft that must fly westbound from LANAT to KAE on G597 must obtain a PPR from Incheon Area Control Center at least 24 hours in advance.
  - C. There is a permanent embargo on Class A and B explosives at Incheon International.
  - D. DV aircraft carrying personnel security details (PSDs) with firearms require firearms clearance.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. DoD commercial contract aircraft will NOT, repeat NOT, use Seoul AB (RKSM) as a technical stop for cargo or passengers or as a weather alternate.
    - 2. All airports EXCEPT Seoul Air Base (RKSM) in the Republic of Korea may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
  - B. Military

1. The following US military airports in South Korea may be used ONLY as a weather alternate for passenger and cargo missions under contract to USTRANSOM:
  - a. Osan Air Base (RKSO)
  - b. Kunsan Air Base (RKJK)

## Kosovo

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. In accordance with NATO Combined Air Operations Center - Torrejon (CAOC TJ) Special Instructions (SPINS), DoD commercial contract aircraft must obtain permissions, permits, and clearance for overflights and landings to include aircraft carrying HAZMAT, through the Flow Management Unit (FMU) Pristina Airport.
    - a. Complete the Slot Request Form (<http://www.caoc5.nato.int>) that is located in the CAOC5 SPINS (Annex C) for Pristina.
      - 1) See instructions in Section III, below, Content of Permit Request.
    - b. Special Mission requirements should also be coordinated with NATO CAOC TJ approval (if required).
  2. In addition, Prepare and submit the permit request automatically via [APACS](#).
  3. Air safety zone requests, complete the Kosovo Air Safety Zone Flight Request.
    - a. See instructions in Section III, below, Content of Permit Request.
  4. For emergency clearance requests, see Section III, below, Content of Permit Request.
- #### C. Hazardous Cargo Permit
1. Follow the same procedures for Section I.B, above One-time Permit.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Five (5) days
2. For emergency clearance requests, see Section III, below, Content of Permit Request.

#### B. Permit valid for:

1. The designated slot time.

### III. CONTENT OF PERMIT REQUEST

#### A. Complete a Slot Request Form (<http://www.caoc5.nato.int>).

1. This is located in the CAOC5 SPINS (Annex C) for Pristina.
2. Fax or e-mail the form to FMU Pristina Airport.
3. FMU Points of Contact are:
  - a. Pristina and Dakovica
  - b. Phone (FMU): 011-381-(0)38-5958-215 / 312 / 216 / 364 / 413 / 555
  - c. Fax (FMU): 011-381-(0)38-5958-214
  - d. E-mail: [FMU@AIRPORTPRISTINA.COM](mailto:FMU@AIRPORTPRISTINA.COM) and [RAP.AIS@AIRPORTPRISTINA.COM](mailto:RAP.AIS@AIRPORTPRISTINA.COM)

#### B. Prepare and submit the permit request automatically via [APACS](#).

#### C. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
  - b. Route of flight within territory or FIR of country.
  - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- D. For Air Safety Zone requests, complete the Kosovo Air Safety Zone Flight Request.
  - 1. (<http://www.caoc5.nato.int>).
  - 2. This is located in the CAOC TJ SPINS (Annex D).
  - 3. Fax it to: 011-38-922-68-2208
  - 4. This request must be received no later than 48 hours prior to departure.
  - 5. Confirm receipt by calling: 011-38-922-68-2710
  - 6. Consult CAOC TJ SPINS for further clarification.
- E. For emergency clearance requests:
  - 1. Contact FMU Pristina directly.
    - a. Phone (FMU): 011-381-(0)38-5958-215 / 312 / 216 / 364 / 413 / 555
  - 2. Submit the Slot Time request to FMU Pristina.
  - 3. Submit an APACS request at <https://apacs.milcloud.mil/apacs>
  - 4. Approvals will be considered on a case-by-case basis.
  - 5. FMU will coordinate with NATO CAOC TJ (if required).
    - a. POC Commercial: 011-34-91-648-7457
    - b. E-mail: [balkans.corridors@caoct.nato.int](mailto:balkans.corridors@caoct.nato.int)

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. FMU Pristina Airport will assign slot times and Mode 3 Codes for DoD commercial contract carriers for Kosovo (as required).
- B. Operators unable to meet both airport slot and flow control restrictions must contact the aerial port of debarkation (APOD) no later than the day prior to the airport slot times and use the change procedure to coordinate new slot times.
  - 1. Aircraft not adhering to airport slot times may be denied landing clearance, and future user requests may be subject to conditional review.
  - 2. If the departure slot window is missed, any subsequent slot window on the same day for the same call sign at the same APOD will be in jeopardy.
  - 3. Retention or reassignment of subsequent slot windows will be at the discretion of the APOD.
- C. The Balkan Joint Operations Area is controlled airspace with an Air Traffic Service (ATS) structure in which portions of the airspace are still under NATO control.
  - 1. The ATS structure is in the process of normalization but is not yet finalized.
- D. For landings, specify the preference to park on the civilian or military side of the airport with FMU Pristina.
- E. The Kosovo Aeronautical Information Publication (AIP), Civil Aviation Authority (CAA) information below is for Pristina IAP (BKPR) / NATO APOD, Slatina Airfield (LYPR):
  - 1. Flow Movement Unit (FMU), 24/7 Operations provides the following:
    - a. Civil and military aircraft slot times/PPR submission request approvals.
    - b. Assigns aircraft parking at Pristina IAP and Slatina Airfield.
    - c. Airport Fees POC.
    - d. Provides additional airport information.
    - e. AIP also provides airport information.
    - f. Catering Services: not available.
    - g. Aircraft Maintenance Services: not available.
    - h. Aviation Fuel Provider for all aircraft.

i. Weather.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1.No information provided.

B. Military

1.No information provided.

## Kuwait

NOTE 1: Due to COVID-19 restrictions, Kuwait International Airport (OKBK) is operating in the first phase (no more than 30% capacity) of its three-phase re-opening. All flights must arrive at one (1) of the following locations: Kuwait/Kuwait Intl (OKBK) – 5th EAMS (APOD), Ali Al Salem AB (OKAS) – 407th EOSS/OL-J AMOPS, or Ahmed Al-Jaber AB (OKAJ) – 407th EOSS/OSAM.

NOTE 2: PPRs must be requested directly from the airfield POCs. PPR approval does NOT constitute clearance request approval. PPRs must be made 24hr+ in advance. All other airfields must be coordinated directly through [OMC-K](#) and require a minimum of 20-days notice.

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. All DoD-contracted commercial carriers must request a one-time permit for country overflight and landing at OKBK from the government of Kuwait through USDAO Kuwait City via APACS (or alternate means as determined by USDAO Kuwait City).
2. For operations at OKAS, DoD-contracted commercial carriers must request additional approval through USDAO Kuwait City.
  - a. DoD-contracted commercial carriers will NOT contact Kuwait Ministry of Foreign Affairs (MFA) or Kuwaiti civil aviation authorities directly.
  - b. DoD-contracted commercial carriers must request approval through USDAO by sending a request to [KuwaitDAOClearances@state.gov](mailto:KuwaitDAOClearances@state.gov) with the following information:
    - i. Aircraft type
    - ii. Call sign
    - iii. Departure/arrival airfields and dates/times
    - iv. Hazardous cargo declaration
  - c. USDAO Kuwait City will send a diplomatic note to the Kuwait MFA to request a one-time landing permit at OKAS.
    - i. Requests for landings on consecutive days may be consolidated in a single request.
  - d. Requestors will be notified of permit approval/denial by USDAO Kuwait City.
  - e. PPRs must be obtained separately, as required.

#### C. Hazardous Cargo Permit

1. Transient aircraft delivering or removing live ordnance / munitions to / from permanent / semi-permanent storage in Kuwait must:
  - a. Submit [OMC-K Form 104](#) NLT 14 working days prior to the scheduled arrival in Kuwait.
  - b. Send the [OMC-K Form 104](#) to the OMC-K Organizational Account: [OMCK-Clearances@omcku.centcom.mil](mailto:OMCK-Clearances@omcku.centcom.mil) and destination base, if known. USDAO then forwards [OMC-K Form 104](#) to the Government of Kuwait for approval.

2. Ordinance/munitions being shipped through Kuwait to another location may be transferred and/or stored for up to 72 hours without submitting [OMC-K Form 104](#).
  - a. If temporary storage exceeds 72 hours, submit [OMC-K Form 104](#) to [USDAO Kuwait City](#).
3. Munitions deliveries are only authorized to US military bases in Kuwait.
4. Munitions are not authorized at Al-Mubarak Air Base, which is co-located with Kuwait International Airport (OKBK).

## II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  1. 20 Days.
- B. Permit valid for:
  1. Cleared ETA plus (+) 72 hours, with valid PPR.
  2. Flights cannot arrive prior to proposed ETA.
  3. If a flight delays by more than 72 hours, a new request must be resubmitted.
  4. Call signs shall not be repeated until the previous permit for that call sign expires.

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#) or other mechanism (i.e., spreadsheet) approved by the [USDAO Kuwait City](#).
- B. Route of Flight and Required Information:
  1. Type of Aircraft.
  2. Tail Number.
  3. Call Sign.
  4. Mission Number (APACS).
  5. PPR Number from landing airfield in Kuwait (not required for over-flight requests).
  6. Territory/FIR entry point (name or coordinates), date/time (Z).
  7. Route of inbound flight within Kuwaiti territorial airspace.
  8. Landing Location, if landing.
  9. Arrival Time (Z), if landing.
  10. Number of Aircrew and Passengers.
  11. Departure Time (Z), if departing from Kuwait.
  12. Route of outbound flight within Kuwaiti territorial airspace.
  13. Territory/FIR exit point (name or coordinates), date/time (Z).
- C. Do not use code or project names.
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

## IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. There are two (2) flight restrictions concerning flights to and from Israel. One (1) is a Kuwaiti restriction and other is an Israeli restriction.
  1. US military aircraft on direct flights from Kuwait to Israel and direct flights from Israel to Kuwait are prohibited from departing, landing or overflying Kuwait.

- a. An enroute technical stop (i.e., Egypt, Jordan, etc.) is required prior to transiting Kuwait's airspace.
  - 2. In the unlikely event that an aircraft is permitted to file or fly directly from Kuwait to Israel, advance approval from the government of Israel must be obtained through [USDAO Tel Aviv](#). For further information see [FCG Israel entry II.A.3](#).
- B. Aircraft with prior permission required (PPR) and all coalition aircraft going to the military ramp will contact "Boater Whiskey", 119.525 or 237.650, prior to taxing in, starting engines or taxing out.
- C. Airports:
  - 1. Enter and depart. PPRs must be requested from the airfield POCs below:
    - a. Kuwait/Kuwait Intl (OKBK) – 5th EAMS (APOD)
    - b. Ali Al Salem Air Base (OKAS) – 386th EOSS
  - 2. PPR approval does NOT constitute diplomatic clearance request approval.
  - 3. All other airfields must be coordinated directly through [USDAO Kuwait City](#).
    - a. Requires a minimum of 20-days notice.
  - 4. Airport information for Kuwait/Kuwait Intl (OKBK) – 5th EAMS (APOD):
    - a. Ramp space is limited. Aircraft may not remain overnight at Kuwait Intl without prior special authorization from 5th EAMS:
      - a. E-mail: [Seamsokbkppr@kcab.afcent.af.mil](mailto:Seamsokbkppr@kcab.afcent.af.mil)
      - b. COMM: 011-965-6704-9202
    - b. All fuel and ground services must be coordinated in advance.
      - a. Only one (1) fuel truck is available.
    - c. Customs, immigration and quarantine facilities are available 24 hrs/day.
  - 5. Airport information for Ali Al Salem Air Base (OKAS) – 386th EOSS:
    - a. 386th EOSS/DOA requires a PPR request to be submitted.
    - b. E-mail: [386eooss.doa@asab.afcent.af.mil](mailto:386eooss.doa@asab.afcent.af.mil)
    - c. COMM: 011-965-9913-5978

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. The only airport in Kuwait that may be currently used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
    - a. Kuwait International Airport (OKBK) in Kuwait City, Kuwait
- B. Military
  - 1. None.



## Kyrgyzstan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.
2. Due to changes by the host nation, DoD commercial contract aircraft may no longer use the Operation Enduring Freedom blanket clearance number.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Kyrgyz civil aviation channels.
  - a. Submit requests directly to the Kyrgyz Civil Aviation Authority (KAN).
  - b. Fax requests for clearance to KAN Main Center: 011-996-312-693-573.
  - c. KAN will contact the requestor directly and inform them of the clearance number via phone, fax or e-mail.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings of aircraft carrying HAZMAT, through Kyrgyz civil aviation channels.
  - a. Submit requests directly to the Kyrgyz Civil Aviation Authority (KAN).
  - b. Fax requests for clearance to KAN Main Center: 011-996-312-693-573.
  - c. KAN will contact the requestor directly and inform them of the clearance number via phone, fax or e-mail.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

#### A. Ensure the following information is provided to Kyrgyz Civil Aviation Authority (KAN):

1. Aircraft type and weight
2. Aircraft registration
3. Aircraft operator certificate
4. Aircraft worthiness certificate
5. Certificate of insurance
6. Purpose of flight
7. Who is meeting the aircraft in Bishkek (i.e. the representative)?
8. Will weapons/ammunition be transported on this flight (Hazardous Cargo)?
9. Who is paying for airport services?
10. How will payment be rendered?
11. Other information as KAN may require.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. Kyrgyz Civil Aviation Authority (KAN) Main Center:

1. Commercial phone number: 011-996-312-693-552
2. Other commercial phone numbers: 011-996-312-542-140 / 542-141 / 541-274
3. E-mail: [dga@infotel.kg](mailto:dga@infotel.kg)
4. Website: <http://www.civilaviation.kg/>.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information provided.
- B. Military
  1. No information provided.

## Latvia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain a permit for overflights and landings, through Latvian civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain a permit for overflights and landings for aircraft carrying HAZMAT, through Latvian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. No information provided.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Airports in Latvia that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
      - a) Riga International (EVRA) in Riga, Latvia
  - B. Military
    - 1. None.

## Liberia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. Prepare and submit the permit request automatically via [APACS](#).
  - 2. See Section III, below, Content of Permit Request.
- C. Hazardous Cargo Permit
  - 1. See Section III, below, Content of Permit Request.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. All flights: Seven (7) days
  - 2. Flights with Declared Hazardous Cargo: 30 days.
- B. Permit valid for:
  - 1. ETA plus or minus (+/-) 72 hours.

### III. CONTENT OF PERMIT REQUEST

- A. Complete a Slot Request Form (<http://www.caoc5.nato.int>).
  - 1. USDAO Monrovia, Aircraft Contact Information:
    - a. Phone: 011-231-(0)77-677-7460 / 7054
    - b. After Duty Hours/Emergency:
      - i. OPSCO: 011-231-(0)77-011-0866
      - ii. OPS NCO: +231-(0)77-723-1401
      - iii. Post One: +231-(0)77-677-7001
    - c. Email: [DAO\\_Monrovia@state.gov](mailto:DAO_Monrovia@state.gov)
- B. Contact [USDAO Monrovia](#) no later than 30 days prior to scheduled aircraft arrival for commercial or non-diplomatic hazardous cargo.
- C. Provide a full manifest of all commercial or non-diplomatic hazardous cargo for permit through the Liberian Civil Aviation Authority.
- D. Hazardous cargo manifest must contain:
  - 1. List of the Class and/or Division
    - a. (for Class 1, the Net Explosive Quantity (NEQ)).
  - 2. Relevant UN identification number.
  - 3. Numbers/quantity of Hazardous of cargo.
  - 4. Kind.
  - 5. Weight per package.
  - 6. Total weight of cargo.
- E. During contingency operations when APACS is not available, reference the [Foreign Clearance Manual, Figure C2.F1](#) for permit request template and contact the permit/clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Include all entry/exit points and times in the APACS request.

- B. Inform [USDAO Monrovia](#) of any changes to permit requests, to include ETA, ETD, and cancellations.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. None.
  - B. Military
    - 1. None.

# Libya

## I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. DoD commercial contract air carriers require Combatant Command tasking prior to requesting permission for overflights and/or landings in Libya. Subsequent to receiving DoD tasking, DoD commercial contract air carriers also require permission from Libyan aviation authorities.
- C. Hazardous Cargo Permit
  - 1. Commercial contract air carriers under contract with the DoD must obtain permission for overflights and landings for aircraft carrying HAZMAT through Libyan civil aviation channels.

## II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. Lead-time: 30 days. NOTE: local events can delay this process.
- B. Permit valid for:
  - 1. In general, +/- 24 hours. Confirm with Libyan authorities when permission is granted.

## III. CONTENT OF PERMIT REQUEST

- A. Route of flight:
  - 1. Territory/FIR entry point name, date/time (Z).
  - 2. Route of flight within territory or FIR of country.
  - 3. Territory/FIR exit point name, date/time (Z).
- B. Names and ranks of disembarking passengers.
- C. ICAO designators and plain-language description of prior airport and next stop in itinerary.

## IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. No information provided.

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. Due to ongoing unrest in Libya, not all airports are accessible. Landings are authorized only at airports cleared via Libyan authorities.
- B. Military
  - 1. None.

## Lithuania

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize Blanket Clearance MUST obtain permissions for overflights and landings, to include aircraft with HAZMAT, through [USDAO Vilnius](#) via APACS request.
2. NOTE: Blanket Clearance numbers **ARE NOT** valid unless [USDAO Vilnius](#) submits an overflight/landing request (flight plan) to the Lithuanian Ministry of Foreign Affairs and then receives approval.
3. Each clearance number applies only to specific types of flights and will be issued by [USDAO Vilnius](#) after receiving an overflight/landing clearance APACS request from the DoD commercial air carrier.
4. Do not proceed to utilize Blanket Clearance until [USDAO Vilnius](#) responds that permission is granted. No exceptions.
5. The blanket clearance number is US 2019 and is valid through 31 December 2019.
  - a. Insert this number in item 18 (Other Information) of ICAO flight plan.
6. For Prior Permission Required: Request and obtain by directly contacting the respective airport (airbase).

#### B. One-time Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize Blanket Clearance MUST obtain permissions for overflights and landings, through [USDAO Vilnius](#) via APACS request.
2. [USDAO Vilnius](#) will coordinate with the Lithuanian Ministry of Foreign Affairs (MFA) and the Lithuanian civil aviation authorities.

#### C. [USDAO Vilnius](#) contacts and deals with airports' authorities as well. For example, [USDAO Vilnius](#) arranges all necessary documents for US aircraft to be parked in designated areas.

#### D. Hazardous Cargo Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize Blanket Clearance MUST obtain permissions for overflights and landings, for aircraft with HAZMAT, through [USDAO Vilnius](#) via APACS request.
2. [USDAO Vilnius](#) will coordinate with the Lithuanian Ministry of Foreign Affairs (MFA) and the Lithuanian civil aviation authorities.
3. [USDAO Vilnius](#) contacts and deals with airports' authorities as well.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Blanket Clearance requires: Six (6) days.
2. Permit valid for: Blanket clearance numbers are valid minus (-) 24 hours before and plus (+) 48 hours after the times specified in the request. However, [USDAO Vilnius](#) needs to be informed of any changes.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
  - b. Route of flight within territory or FIR of country.
  - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- 2. Aircraft Captain's name and position.
- 3. Aircraft's maximum take-off weight.
- 4. The names of any passengers landing or remaining overnight and of any aircrew members remaining overnight.
- 5. Military and hazardous cargo requires a detailed manifest with serial numbers, types of weapons, caliber, UN classification code, amount, weight, weapon bearers' names and ranks, etc.
- C. Incomplete overflight or landing requests will not be processed until all required information is received.

During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft hangar space is limited and requires prior coordination.
  - 1. Vilnius (EYVI) can accommodate up to a single B737. and
  - 2. Siauliai Air Force Base (EYSA) can accommodate up to a single G-III/IV.
- B. Forklifts available for offloading cargo.
  - 1. Vilnius (EYVI), Kaunas (EYKA), and Siauliai (EYSA) forklifts have 5-ton capacities.
  - 2. Palanga's (EYPA) forklift has a 3-ton capacity.
  - 3. Siauliai (EYSA) has a K-loader available.
- C. Vilnius (EYVI), Kaunas (EYKA), and Palanga (EYPA) have air-stairs to service up to a B747.
- D. Siauliai's (EYSA) air-stairs can service up to a B757.
- E. Lavatory service is not available at Siauliai (EYSA).
- F. De-icing is available at all airports and complies with US standards.
- G. Fuel supply at Siauliai (EYSA) airport is limited and must be coordinated in advance.
  - 1. No fuel will be available if not requested in advance.
  - 2. All fuel requested must be taken because it will be delivered by trucks for the requesting aircraft.
- H. Only Jet A-1 fuel is available.
  - 1. The cost of services is based upon aircraft weight, duration of stay, and value of the liters.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.



## Luxembourg

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Luxembourg civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Luxembourg civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Immigration and customs are available 24 hours a day.
  - B. 24 hours advance notice is required if cargo is offloaded other than 0900-1800 Monday through Saturday. LUXAIR provides servicing.
  - C. Only limited maintenance and servicing facilities are available for large numbers of aircraft.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. All airports in Luxembourg may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## Macau

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permit for overflights and landings, through Macau civil aviation channels, i.e., the Macau Civil Aviation Authority.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM must obtain permit for overflights and landings. Aircraft carrying hazardous cargo or weapons/ammunition require an additional approval from the [USOLA Hong Kong](#) in addition to all requirements for civil approval through Macau civil aviation channels.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time: No information provided.

#### B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

#### A. Approval to operate a non-scheduled service to or from Macau should be submitted to the Director-General of Civil Aviation at least three (3) working days before the anticipated arrival/departure date. If the operator is a new or infrequent user at Macau, it is advisable that an application be submitted at least two weeks prior to the date of operation.

#### B. The application can be downloaded from the [government website](#):

1. Valid Air Operator's Certificate (AOC) issued by the applicant's national aeronautical authority.

2. The AOC document should include at least the following information:

- a) Operator information
- b) POC for safety/regulatory compliance
- c) Operations Specifications Issuing Authority Contact Details
- d) Types of aircraft authorized for use (with registration mark)
- e) Authorized areas of operation or routes.
- f) Valid Certificate of Airworthiness of the aircraft that will be utilized for the operation.
- g) Noise Certificates to show the designated aircraft complies with the relevant Noise Standards (Part of Aircraft Flight Manual).
- h) Airport Operating Minima for Macau and the relevant instructions relating to the application of those minima.
- i) Documentary evidence from the operator's insurance company that the designated aircraft has appropriate insurance cover for any accident, incident or occurrence.

- 1) The minimum Combined Single Limit (CSL) on a per occurrence basis is \$112,500,000 USD for aircraft greater than 100,000 Kg maximum ramp weight.

3. In addition to the above information, the following additional information is required:

- a) Details of the proposed charter (type and schedule)
- b) Justification for charter
- C. Strict compliance with the provisions of the International Health Regulations of the World Health Organization (WHO) are maintained.
- D. Arrival / departure slot approval is managed by the [Macau Civil Aviation Authority](#).
- E. Overflights: All flights intending to transit Macau airspace, but not landing in Macau, prior permission is NOT required except for a flight in one or more of the following categories:
  1. Flight by a state aircraft, including military aircraft
  2. Flight by an aircraft carrying munitions of war
  3. Flight carrying Dangerous Goods
- F. Overflight Permission for the above types of operations must be made through [USOLA Hong Kong](#).
- G. Transportation of Dangerous Goods/Munitions of War approval must be received 30 working days prior to the requested flight:
  1. Approval can be obtained by writing to:  
Macau Civil Aviation Authority  
18/F, Cheng Feng Commercial Centre, 336-342, Alameda Dr.  
Carlos D'Assumpcao, Macau  
Phone: 011-853-2851-1213  
Fax: 011-853-2833-8089
- H. [USOLA Hong Kong](#) (USDAO equivalent) at the US Consulate General in Hong Kong is the POC for clearances for DoD commercial contract aircraft carrying hazardous cargo or weapons/ammunition.
- I. [USOLA Hong Kong](#) coordinates locally with the PRC Ministry of Foreign Affairs offices in Hong Kong, who further routes the request to the Ministry of Foreign Affairs (MFA) and Ministry of National Defense (MND) in Beijing, PRC for input/approval decision.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

##### A. **Restriction: Aircraft landing in Macau require disinsection IAW the following Administrative Guidelines.**

1. Aircraft owned or operated by DoD will be disinsected in accordance with the procedures found in the [Armed Forces Pest Management Board \(AFPMB\) Technical Guide \(TG\) No. 4, "Disinsection Military Aircraft"](#).
2. AFPMB TG 4 procedures are in alignment with WHO guidance for aircraft disinsection and use products registered by the US Environmental Protection Agency

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  1. No information provided.
- B. Military
  1. No information provided.

## Madagascar

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. There is no blanket over-flight or landing clearance with Madagascar.
  - B. One-time Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings, through Madagascar civil aviation channels. If permit must be obtained through the US Embassy, the [USDAO Antananarivo](#) will assist in coordinating a note to the Madagascar MFA and MOD. The MFA OPS will then issue a clearance number.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract aircraft must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Madagascar civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 21 days.
  - B. Permit valid for: ETA plus 48 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS: None.
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Report cancellations and changes to the [USDAO Antananarivo](#) as soon as possible.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The following airports at Madagascar may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.
      - 1) Antananarivo/Ivato (FMMI)
      - 2) Mahajunga/Amborovy (FMNM)
      - 3) Nosy Be/Fascene (FMNN)
      - 4) Toamasina/Toamasina (FMMT)
      - 5) Toliara/Toliara (FMST)
  - B. Military
    - 1. No information provided.

## Malawi

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The Malawi Ministry of Foreign Affairs (MFA) blanket overflight and landing permit number MLW/DCA/KIA/BLK/0156/21, effective 01 January through 31 December 2021, covers DoD/USTRANSCOM commercial contract aircraft.

#### B. One-time Permit

1. None.

#### C. Hazardous Cargo Permit

1. Notify DAO Harare and OSC Lilongwe with the following details at least 72 hours prior to arrival:
  - a) List of the class and/or division
    - i. (For class 1, the net explosive quantity (NEQ)).
  - b) Relevant UN identification number.
  - c) Numbers/quantity of Hazardous cargo.
  - d) Type/kind.
  - e) Weight per package.
  - f) Total weight of cargo.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: Submit all APACS requests 72 hours prior to entry.
- B. Permit valid for: ETA plus (+) 72 hours.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS: *None*.
- C. During contingency operations when APACS is not available, reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the permit approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Ensure the following information is included in APACS request:
  1. Tail number
  2. Call sign
  3. ETA/ETD to/from Malawi airspace
  4. ETA/ETD to/from Malawi airports
  5. Location entering and departing Malawi airspace
- B. Inform DAO Harare and OSC Lilongwe of any changes to permit requests, to include ETA, ETD, and cancellations.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. All civilian airports may be used as technical stops or as weather alternates for cargo and passenger missions of DoD/USTRANSCOM commercial contract aircraft.

B. Military

1. None.

## Maldives

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Maldives civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Maldives civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. If small arms are aboard, they should be stowed unless specific prior permission is given by the Government of the Maldives.
  - B. Male International (VRMM) is closed 0500Z-0800Z Fridays.
    - 1. No arrivals or departures will be cleared during that time.
  - C. The fuel supply at Gan Island (VRMG) is limited.
  - D. While transiting Male International (VRMM), the Maldives Civil Aviation department assists all aircraft with refueling, flight planning, weather, etc.
    - 1. In-flight meals can be ordered through Air Maldives after arrival.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Airports in the Maldives that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
      - a. Male/Ibrahim Nasir International (VRMM) in Male, Maldives
  - B. Military
    - 1. None.

## Malaysia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Malaysian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Malaysian civil aviation authorities.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Malaysian civil aviation channels.
2. The DoD commercial contract aircraft will work directly with the Malaysian civil aviation authorities.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Seven (7) days - For landing (transit) and/or (on load/offload).
2. 72 hours – For Overflight only.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

- #### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

#### A. Standard routing for arrivals and departures:

1. Paya Lebar Airbase, Singapore (WSAP):
  - a. From the east: HOSBA-W401-KK-PU-WSAP-PU-KK-W401-HOSBA
  - b. From the west: PIMOK-W401-KK-PU-WSAP-WSAP-PU-KK-W401-PIMOK
2. Aircraft transiting north/south through peninsular Malaysia must avoid the following routing: VMR-B469-PU.
  - a. The airway B469 is restricted.
  - b. Requests to use B469 will be DENIED.
  - c. Flights between Singapore and Thailand shall use G219/N981.
3. Overflights of Brunei do not require Malaysia FIR entry/points.
  - a. Requests using point BRU on the route of flight implies transitions to/from the sovereign airspaces and is accepted by Malaysian government approving officials.

#### B. Do not schedule arrivals or departures in Malaysia on holidays.

1. Local support may be unavailable.

#### C. For aircraft planning to enter Malaysian airspace, visit the Malaysian Department of Civil Aviation website (<http://aip.dca.gov.my/>) prior to arrival.



1. Updated charts, airfield information, and approaches can be found at the website.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Airports in the Maldives that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:

- a. Kuala Lumpur International (WMKK) in Selangor, Malaysia
- b. Sultan Ismail International (WMKC) in Kota Bharu, Malaysia
- c. Senai International (WMKJ) in Johor, Malaysia

B. Military

1. None.

## Malta

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - a. None.
  - B. One-time Permit
    - a. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Malta civil aviation channels.
    - b. The DoD commercial contract aircraft will work directly with the Malta civil aviation authorities.
  - C. Hazardous Cargo Permit
    - a. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Malta civil aviation channels.
    - b. The DoD commercial contract aircraft will work directly with the Malta civil aviation authorities.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - a. No information provided.
  - B. Permit valid for:
    - a. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Customs, immigration, and quarantine inspection facilities are available 24 hours a day.
  - B. Hal Far (HMS Falcon) Airport is closed except for emergencies, and its runways are blocked.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - a. None.
  - B. Military
    - a. None.

## Marshall Islands

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Marshall Islands civil aviation channels.
    - 2. The DoD commercial contract aircraft will work directly with the Marshall Islands civil aviation authorities.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Marshall Islands civil aviation channels.
    - 2. The DoD commercial contract aircraft will work directly with the Marshall Islands civil aviation authorities.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Mission planners must complete the following prior to operating into RMI:
    - 1. Confirm that services are available at requested ETA and ETD with Marshall Islands Airport Authority:
      - a. COMM: 011-692-247-3113 / 7612
      - b. Cell: 011-692-455-0425
      - c. E-mail: [rmipa.airport@ntamar.net](mailto:rmipa.airport@ntamar.net)
    - 2. Arrange fuel and other ground services with ExxonMobil Aviation Majuro:
      - a. COMM: 011-692-247-7993 or 011-692-455-3986
      - b. Fax: 011-692-247-3833
      - c. E-mail: [johnr.hawley@exxonmobil.com](mailto:johnr.hawley@exxonmobil.com)
      - d. Business hours: 0800-1200L & 1300-1700L.
  - B. Request changes to previously authorized landing clearances from Marshall Islands Airport Authority and copy US Embassy at least 12 hours prior to aircraft's ETA.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Airports in the Marshall Islands that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
      - a. Marshall Islands International (PKMJ) in Majuro Atoll

B. Military

1.No information provided.

## Mexico

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Mexican civil aviation channels.
    - 2. The DoD commercial contract aircraft will work directly with the Mexican civil aviation authorities.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Mexican civil aviation channels.
    - 2. The DoD commercial contract aircraft will work directly with the Mexican civil aviation authorities.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Before arriving in Mexico, Air Crews and PAX should be prepared to provide the following information to Customs:
    - 1. Full name, passport number and expiration date.
  - B. Mandatory routings through Mexican airspace:
    - 1. Departure from MMMX (Benito Juarez Intl Airport, Mexico City) to CONUS (Gulf Region):
      - a. MMMX – BETER1 (SID) BETER J177 TAM UA552 CLONN A552 then as desired).
    - 2. Arrival to MMMX (from Gulf Coast area):
      - a. As desired routing to MEXICO then:
        - 1) A649 COKER ABBOT RAKAS PETRA UA649 PAZ UJ55 DATUL DATUL1A (star) MMMX.
    - 3. For SOUTHBOUND routing through Mexican Airspace near Cancun:
      - a. Use the following “mandated routing” from SEDENA.
        - 1) Airway from VINKA to CZM is SOUTHBOUND only.
    - 4. As required southern routing to VINKA UB764 EMOSA SINLA CZM UB764 SATOS as required to landing airport.
    - 5. For NORTHBOUND routing use one (1) of the following options:
      - a. Option number one (1): As required to DANUL UA321 GUAMA MISIS SINLA MEDUX ROBIN LENUK VINKA then as required.

- b. Option number two (2): As required to DANUL UA321 GUAMA MISIS SINLA MEDUX ROBIN UB881 MYDIA then as requested.
- C. Aerial photography is prohibited. No aircraft will overfly or land in Mexico if equipped with any type of camera or armament, operable or inoperable.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. Cancun International Airport (MMUN) in Cancun, Mexico will NOT, repeat NOT, be used for a technical stop or weather alternate. Additionally, NO other airport in Mexico is authorized for this use.
- B. Military
  - 1. None.

## Moldova

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through [USDAO Chisinau](#) via APACS.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through [USDAO Chisinau](#) via APACS.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. 14 days.
    - 2. 14 days (minimum): all aircraft carrying hazardous materials
  - B. Permit valid for:
    - 1. (+)72 hours
    - 2. Important: Notify [USDAO Chisinau](#) in advance of any change in the times stated in the Aircraft Permit Request for entering and exiting Moldovan airspace and for landing in Moldova.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS:
    - 1. Crew Information (only required for landings in Moldova):
      - a. Each crew member’s full name.
      - b. Date of birth.
      - c. Passport number.
    - 2. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within country or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
      - d. State “HAZMAT on board” or “No HAZMAT on board.”
      - e. State that there is no reconnaissance equipment on board.
  - C. During contingency operations when APACS is not available, reference the [Foreign Clearance Guide Manual, Figure C2.F1](#) for permit request template and contact the permit approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Report all changes in crews, aircraft, and times to [USDAO Chisinau](#) as soon as possible.
  - B. All aircraft flying in Moldova airspace will be confined to specified airways provided by Moldova Air Traffic Control.
  - C. Report to Moldova Traffic Authority Control before crossing FIR boundary.
  - D. [USDAO Chisinau](#) can arrange services with local Handling, request in APACS.

1. USDAO Chisinau will not arrange services if not requested in APACS.
  - E. Customs facilities are normally available 24/7.
    1. Customs facilities are available for special flights upon request.
  - F. Chisinau Airport (LUKK) operates as a regular international airport. Marculesti Airport (LUBM) operates upon request.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
- A. Civilian
    1. Odessa, Kiev, and Lvov, Ukraine; Sofia, Bulgaria; Istanbul, Turkey; and Bucharest, Romania.
  - B. Military
    1. Mihail Kogalniceanu AB, Romania.



## Morocco

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Moroccan civil aviation channels.
2. If denied, provide [USDAO Rabat](#) a copy of denial and [USDAO Rabat](#) will process the request.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Moroccan civil aviation channels.
2. If denied, provide [USDAO Rabat](#) a copy of denial and [USDAO Rabat](#) will process the request.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: No information provided.
- B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Customs facilities are available 24 hours a day at all airports listed above.
- B. AFRICAN LION EXERCISE: All military or civilian aircraft carrying military cargo in support of the African Lion Exercise and destined for Agadir, Morocco, must land at Inezgane Military Airfield (GMAA).
  1. Use of Agadir-Al Massira International Airport (GMAD) is NOT AUTHORIZED by the Kingdom of Morocco; there is no waiver or exemption procedure in place.
  2. A host nation Instrument Approach Procedure and airport information for Inezgane can be obtained from [USDAO Rabat](#) upon request.
  3. Mission planners should initiate any required approval processes early enough to allow sufficient time for its completion.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. No information provided.

#### B. Military

1. No information provided.

## Nepal

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. Coordinate with [USDAO Kathmandu](#) by e-mail or phone no blanket permits are issued for Nepal.

#### B. One-time Permit

1. All flights require diplomatic clearance confirmed before takeoff to Nepal. Aircrew/mission planners are requested to contact [USDAO Kathmandu](#) by e-mail or phone upon submittal of an overflight or landing request to facilitate timely coordination.

#### C. Hazardous Cargo Permit

1. Contact [USDAO Kathmandu](#) by e-mail or phone upon submittal of an overflight or landing request to facilitate timely coordination.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 21 days minimum. Provide 30 days if time permits

#### B. Permit valid for:

1. ETA plus or minus 96 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#) or if classified, <https://apacs.milcloud.smil.mil/apacs>.

#### B. Country-specific information:

1. Copy of Air Operator Certificate (AOC).
2. Copy of Certificate of Registration of Aircraft (C of R).
3. Copy of Certificate of Airworthiness of Aircraft (C of A).
4. Copy of pilot licenses
5. Copy of Aircraft Flight Manual (AFM) that shows the Maximum take-off weight of Aircraft (MTOW).
6. Copy of Certificate of Insurance of Aircraft covering Third Party Liability of not less than US\$ 60 million (\$60,000,000).
7. Copy of Simulator Certificate of PIC for Kathmandu SID/SIA & Maps.
8. Copy of English Language Proficiency Certificate of PIC if, non-native English Speaker.
9. Charter Flight Permission Request Form.
10. An authorization letter to local agent by the operator.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report changes and cancellations as soon as possible.
- B. A new clearance is required if the flight does not occur within the original period requested.
- C. Aircraft with passengers are required to add a passenger manifest to their General Declaration forms.

- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. None
  - B. Military
    - 1. None

## Netherlands, The

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM are granted blanket permission to overfly the Netherlands from 01 January through 31 December 2021.
2. Overflights (non-dangerous goods):
  - a. Blanket permit number: "MDCN/21/K1".
3. Dangerous Goods Overflights:
  - a. Blanket permit number for **ICAO TI Compliant**: "MDCN/21/K1/DG".
  - b. Blanket permit number for **Non-ICAO TI Compliant**: "MDCN/21/K1/NCDG".
  - c. 48 hours prior to flight:
    - 1) A notification must be filed to the Military Aviation Authority of the Netherlands (MAANLD) by e-mail ([MLA@mindef.nl](mailto:MLA@mindef.nl)) to carry non ICAO TI compliant dangerous goods over Netherlands' territory (Amsterdam FIR).
    - 2) An overflight with non ICAO TI compliant dangerous goods must be notified forty-eight (48) hours prior to the actual flight to the ARS Director of the Air Operations Control Station (AOCS) ([AOCS.IDO@mindef.nl](mailto:AOCS.IDO@mindef.nl)) at Nieuw Milligen, the Netherlands and to [DOCCDSALCO@mindef.nl](mailto:DOCCDSALCO@mindef.nl).
    - 3) When non ICAO TI compliant dangerous goods are shipped under exemption of the State Authority of origin, a copy of this exemption must accompany the consignment according Part 5, Chapter 4, paragraph 4.3.5 of the ICAO TI's; the column "Authorization" of the Shipper's Declaration for dangerous goods for non ICAO TI compliant dangerous goods must state verifiable proof regarding this exemption.
    - 4) Articles of Class 1 (ammunitions and explosives) must be accompanied by a Competent Authority Approval (CAA).
    - 5) This report must contain:
      - a) List of class and/or division
        - i. (for class 1, the net explosive quantity (NEQ)).
      - b) Relevant UN identification number.
      - c) Numbers/quantity of Hazardous of cargo.
      - d) Kind.
      - e) Weight per package.
      - f) Total weight of cargo.
    - 6) Copy [USDAO The Hague](#) on all e-mails.
    - 7) If confirmation is desired that Nieuw Milligen has received the e-mail or overflight request in event of emergency or weather diversion, contact AOCSNM duty supervisor at 011-31-57-745-8700 / 8330.

4. Dangerous Goods Landings/Takeoff:

- a. Blanket permit number for **ICAO TI Compliant**: "MDCN/21/K1/DG".
- b. Blanket permit number for **non-ICAO TI Compliant**: "MDCN/21/K1/NCDG".
- c. Permission for an intended landing only at a military air base of the Royal Netherlands Air Force, preferably Eindhoven, (unless decided otherwise; i.e., Leeuwarden, Volkel, Gilze-Rijen, Woensdrecht and Maritime Air Station De Kooy) is requested by submission of a Prior Permission Required (PPR) to the concerning base commander at least four (4) working days preceding the flight, indicating:
  - 1) Date of intended landing and take-off stating expressly estimated time of arrival (ETA) and estimated time of departure (ETD).
  - 2) Nationality, type and registration number of the aircraft.
  - 3) Total number of persons on board (i.e., aircrew and passengers).
  - 4) Other requirements (desired overnight stays, security measures, transport, etc.).
  - 5) For non-ICAO TI compliant hazard class 1 to class 9 articles the UN identification number, proper shipping name and hazard (sub-) class must be stated in relation to platform safety distances during loading and unloading of the aircraft. For Non-ICAO TI compliant hazard class 1 articles, the Net Explosive Quantities (NEQ) must also be stated.
- d. 48 hours prior to the flight:
  - 1) A notification must be filed to the Military Aviation Authority of the Netherlands (MAANLD) by e-mail ([MLA@mindef.nl](mailto:MLA@mindef.nl)) to carry non ICAO TI compliant dangerous goods over Netherlands' territory (Amsterdam FIR) and to land at and to take off from a suitable military air base.
  - 2) A landing / take off with with non-ICAO TI compliant dangerous goods must be notified 48 hours prior to the flight to the ARS Director of the Air Operations Control Station (AOCS) ([AOCS.IDO@mindef.nl](mailto:AOCS.IDO@mindef.nl)) at Nieuw Milligen, the Netherlands and to [DOCCDSALCO@mindef.nl](mailto:DOCCDSALCO@mindef.nl).
  - 3) When non-ICAO TI compliant dangerous goods are shipped under exemption of the State Authority of origin, a copy of this exemption must accompany the consignment according Part 5, Chapter 4, paragraph 4.3.5 of the ICAO TI's; the column "Authorization" of the Shipper's Declaration for dangerous goods for non ICAO TI compliant dangerous goods must state verifiable proof regarding this exemption.
  - 4) Articles of Class 1 (ammunitions and explosives) must be accompanied by a Competent Authority Approval (CAA).
  - 5) If confirmation is desired that Nieuw Milligen has received the e-mail or overflight request in event of emergency or weather diversion, contact the AOCSNM duty supervisor at 011-31-57-745-8700 / 8330.

- 6) Copy [USDAO The Hague](#) on all e-mails.
5. Landings at Royal Netherlands Air Force bases & Royal Netherlands Navy bases:
  - a. Six (6) days prior to arrival:
    - 1) Submit a Prior Permission Request (PPR) to Base Operations
    - 2) Phone, e-mail or fax for landings at the following airports:
      - a) Eindhoven AB (EHEH).
        - i. Phone: 011-31-40-289-6240
        - ii. E-mail: [ehv.bcops@mindef.nl](mailto:ehv.bcops@mindef.nl); [ehv.platformmanagement@mindef.nl](mailto:ehv.platformmanagement@mindef.nl)
      - b) Gilze-Rijen AB (EHGR).
        - i. Phone: 011-31-16-129-6522
        - ii. Fax: 011-31-16-129-6525
      - c) Leeuwarden AB (EHLW).
        - i. Phone: 011-31-58-234-6954
        - ii. Fax: 011-31-58-234-6982
      - d) Volkel AB (EHVK).
        - i. Phone: 011-31-41-327-8270
        - ii. Fax: 011-31-41-327-6599
      - e) Woensdrecht AB (EHWO).
        - i. Phone: 011-31-16-469-2550
        - ii. Fax: 011-31-16-469-2572
      - f) Maritime Air Station De Kooy (EHKD).
        - i. Phone: 011-31-22-365-8670
        - ii. Fax: 011-31-22-365-8653
    - 3) When calling, e-mailing or faxing these bases provide:
      - a) Date of intended landing.
      - b) Nationality, type, and registration number of the aircraft.
      - c) Estimated time of arrival and departure.
      - d) Total number of persons on board (crew and passengers).
      - e) Other requirements (desired overnight stays, security measures, transport, etc.).
      - f) Phone and fax number.
6. File flight plan IAW with the Netherlands Aeronautical Information Publication (AIP-NL).
7. Ensure blanket permit number is entered in item 18 of the ICAO flight plan ("Other Information").
8. Flights under instrument flight rules (IFR): File flight plan at least one (1) hour before entry in the Amsterdam Flight Information Region (FIR).
- B. One-time Permit
  1. No information provided.
- C. Dangerous Goods Permit
  1. See Section I.A, above, Blanket Permit procedures.

## II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  1. Overflights with Blanket Clearance: One (1) hour before entry.
  2. Dangerous Goods: Seven (7) days.
  3. Landing at Royal Netherlands bases: Eight (8) days.

- B. Permit valid for:
  - 1. ETA plus (+) 72 hours

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. [USDAO The Hague](#)
- C. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS: None
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. The International Civil Aviation Organization (ICAO) European Region requires all aircraft to be FM immune.
- B. Inform [USDAO The Hague](#) of any changes to clearance requests, to include ETA, ETD, and cancellations.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. All airports in The Netherlands may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM
- B. Military
  - 1. None.

## Nicaragua

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. Nicaragua Government does not permit/grant blanket permits.

#### A. One-time Permit

1. DOD COMMERCIAL CONTRACTED AIRCRAFT MUST OBTAIN OVERFLIGHT AND/OR LANDING PERMIT THROUGH [USDAO MANAGUA](#) IF:

- a. Transporting hazardous cargo, explosives, or war material (military equipment of a hazardous nature).
- b. Transporting armed troops as part of an armed contingent or with the intent of taking part in an active conflict.
- c. Equipped with military equipment used for aeronautical or scientific research.
- d. Equipped with military equipment or aircraft has military characteristics.
- e. Aircraft intends on parking on a military airfield or parking apron.
- f. Aircraft will be used to take part in search and rescue efforts.

2. IF ONE OF THE CATEGORIES IN I.B.1, above applies then, DOD COMMERCIAL CONTRACTED AIRCRAFT MUST SUBMIT FOR OVERFLIGHT AND/OR LANDING PERMIT VIA APACS USING [FORM ICA 55/36/2010](#) AS A GUIDE.

3. DoD commercial contracted aircraft will work directly with the Nicaraguan civil aviation authorities IF one of the categories in I.B.1, above DOES NOT APPLY.

#### B. Hazardous Cargo Permit

1. DoD commercial contracted aircraft must obtain permission for overflights and landing for aircraft carrying HAZMAT, through [USDAO Managua](#).
2. See I.B, above, (One-Time Permit) for additional info.
3. The following information must be provided via APACS for each item being transported:
  - a. Nomenclature
  - b. UN Number
  - c. Pieces
  - d. Weight in lbs. and in kg
  - e. N.E.W.
  - f. Class

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. For aircraft carrying hazardous cargo, explosives or war materials (military equipment of hazardous nature): 20 days.
  - a. This applies to both overflight and landings.
  - b. Nicaraguan authorities have stated that there will be no exceptions.



2. For aircraft transporting armed troops as part of an armed contingent or with the intent of taking part in active conflict: 30 days.
3. For aircraft with sensors and or equipment used for aeronautical or scientific research: 30 days.
4. For aircraft equipped with military equipment or aircraft having military characteristics: 10 days.
5. For aircraft intending on parking on a military airfield or ramp: 10 days.
6. For aircraft to be used in search and rescue efforts: As soon as possible.
7. No request is considered received for lead-time purposes until it contains all required information.
8. [USDAO Managua](#) and Nicaraguan authorities process Aircraft Permit Requests only during normal duty hours. After duty hours and on weekends and holidays, they process only messages with “immediate” precedence requesting urgent short-notice clearance.

B. Permit valid for:

Three (3) hours after scheduled entry/departure or airspace time (Zulu time).  
Permit is not valid for early entry. If the aircraft plans to enter Managua airspace earlier than originally requested, permit must be updated on APACS.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  1. Registration number entered in the International Flight plan must match tail number entered on aircraft overflight and landing request submitted via APACS.
  2. Any short-notice permit request must include a justification for not meeting the lead-time and the major command point of contact who authorized the request.
  3. Route of flight
    - a. Territory/FIR entry point (name and coordinates), date/time (Z)
    - b. Route of flight within territory or FIR of country
    - c. Territory/FIR exit point (name or coordinates), date/time (Z)
  4. List the following aircraft information:
    - a. Air Carrier name
    - b. Detailed purpose of the mission
    - c. Aircraft type
    - d. Aircraft registration number
    - e. Aircraft Call-sign
  5. List the following information for all aircrew members and passengers for landing permit in Nicaragua:
    - a. Name of each crew member & crew position and each passenger.
    - b. Passport number.
    - c. Passport expiration date.
    - d. Date of birth.

6. All flights carrying hazardous cargo and/ or war materials (weapons/ammunition) will provide the following information format:
  - a. Nomenclature (shipping name)
  - b. UN Code #
  - c. Quantity (number of units)
  - d. Weight (kg)/Volume (m3)
  - e. N.E.W.
  - f. UN Class
7. Specify whether parking on military airfield or apron is being requested within the itinerary section "Other logistical support" subsection.
- C. During contingency operations when APACS is not available complete Form ICA 55-36/2010.
  1. Complete Form ICA 55-36/2010 in its entirety using the supplied instructions.
  2. Once completed forward completed document to [USDAO Managua](#); Attention Airborne Mission Technician (AMT)/Aircraft APACS Permit Approver. Ensure Point of Contact (POC) information is accurate. Include e-mail and good phone number(s).
  3. Upon reception of Form ICA 55-36/2010 by USDAO, an approval can be expected in approximately two-five (2-5) business days.
  4. Once approval is returned to USDAO Managua from Managua authorities, an overflight and/or landing permit will be returned to the POC in the form of an AVOEM. The AVOEM number will be your overflight and/or landing authorization.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATION INFO.

- A. Aircraft must not enter Managua airspace prior to the date and time approved in the permit, and they must enter only at the approved entry point. Any aircraft failing to comply will receive an airspace violation from the Nicaraguan government. Any delay exceeding four (4) days (96 hours) requires a new Aircraft Permit request.
- B. Notify [USDAO Managua](#) by phone and e-mail with any changes to the content of the permit request before the aircraft enters the Nicaraguan FIR. Permit request will not be processed until the changes are received via e-mail. Particularly important are the changes of aircraft serial number, type of aircraft, FIR entry or exit points; route of flight in the Managua FIR; and the date and time of arrival or departure. The minimum lead-time requirements apply for any changes in routes and/or landings.
- C. Use only the call sign specified in the permit request. Use of a different call sign, mission number, or tail number will lead to a report of overflight violation.
- D. Nicaragua does not issue plane-side visas: All aircrews and passengers should obtain visas before traveling to Managua territory, even if they do not intend to leave the aircraft. If the aircraft breaks down and the aircrew and/or passengers do not have visas, Nicaragua Federal Police will not allow the personnel to exit the aircraft, and they will be confined to the aircraft until it is fixed or made ready for departure.
- E. Mission planners and aircrews flying missions inside Managua airspace are advised to check the NOTAMS for preferred route information between Managua cities, and to utilize those preferred routes when submitting their Managua overflight and landing requests. Failure to

request the preferred routing between Managua cities that are listed in the NOTAMS will cause delays in receiving overflight and landing permits from the Managua authorities.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. No information provided

B. Military

1. No information provided

## Niger

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. Commercial aircraft under contract with the DoD must obtain approval for overflight and landing through [USDAO Niamey](#) via APACS request.
  - a. The submitter Point of Contact in APACS for all DoD Commercial Contract aircraft should expect to receive an email from [USDAO Niamey](#) stating the required official documents to send to the government of Niger prior to APACS request approval.
  - b. Approved DoD commercial contract aircraft should expect to taxi at the Diori Hamani International Airport (in Niamey) "civilian side" prior to going to the military side of the airport. The Nigerian civil aviation authorities have required the review of all necessary paperwork and licenses of all DoD Commercial Contract aircraft.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT through [USDAO Niamey](#).

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 21 days.
2. [USDAO Niamey](#) must be notified via APACS request of each flight at least 21 days in advance to ensure adequate time to notify the government of Niger and obtain proper permit. This is applicable to both overflight and landing request into Niger. Each DoD Commercial Contract aircraft will then receive a unique permit number once the government of Niger has approved the request.

#### B. Permit valid for:

1. ETA plus or minus (+/-) 24 hours.
2. Notification is required for changes greater than 24 hours.

### III. CONTENT OF PERMIT REQUEST

- A. Aircrew options for lodging and transportation:
- B. USDAO Niamey only provides lodging and transportation for DV airlift and DIA aircraft. [USDAO Niamey](#) can be reached via e-mail or phone.
- C. Contact 768 EABS AT [768EABSATOC@1cbcs-16.deployed.af.mil](mailto:768EABSATOC@1cbcs-16.deployed.af.mil) or DSN 402-571-0677 for aircrew lodging. Aircrews will be lodged on the USAF operated military compound. Military aircraft are not authorized to RON at Agadez/Mano Dayak International (DRZA) but personnel may be dropped off and picked up at a later date. Transient lodging at Agadez is very limited. Accommodations are available for 10 personnel. To arrange for lodging at Agadez call DSN 402-572-0090.
- D. Aircrew looking to RON in Dirkou, Maradi, Tahoua, Arlit, or Diffa should contact the SOFLE office at Niamey [SOFLE@state.gov](mailto:SOFLE@state.gov) or 011-227-20-72-26-61 ext 4058.

- E. Prepare and submit the permit request automatically via [APACS](#).
- F. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS or in paragraph 6 of the Aircraft Clearance request message.
- G. Route of flight:
  - 1. Territory/FIR entry point (name or coordinates), date/time (Z)
  - 2. Route of flight within territory or FIR of country.
  - 3. Territory/FIR exit point (name or coordinates), date/time (Z).
- H. Landing: Niamey/ Diori Hamani International (DRRN) and Agadez/Manu Dayak International (DRZA) are the only authorized ports of entry for official aircraft.
  - 1. Landing, date/time (Z).
  - 2. Departure, date/time (Z).
  - 3. Fuel and services required.
  - 4. For aircraft that RON, provide aircrew information to process aircrew requirements.
- I. Do not use code or project names.
- J. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report any changes of ETD, ETA, pilot, or aircraft to [USDAO Niamey](#) prior to takeoff, but not less than 72 hours prior to landing at Niamey.
- B. Report cancellations as soon as possible
- C. Niamey/Diori Hamani Intl (DRRN) additional airport information
  - 1. Customs, immigration, and quarantine facilities are available 24 hours a day at Niamey.
  - 2. Catering is not available on short notice but can be arranged with notice of more than six (6) days. Dry ice is not available; wet ice can be purchased with advance notice and must be paid for in cash.
  - 3. Attention aircrew and mission planners: Prior to arranging/planning any stop in Niamey, contact the 768 EABS at e-mail [768EABSATOC@1cbcs-16.deployed.af.mil](mailto:768EABSATOC@1cbcs-16.deployed.af.mil) for mission clarification and to coordinate an aircraft parking space, lodging and fuel. Aircraft carrying hazard class division 1.1, 1.2 or 1.3 explosives require a 30-day lead time to coordinate approvals.
  - 4. Parking on the military airfield requires prior coordination and currently does not support jet-engine aircraft.
  - 5. Ground handling fees are charged. Some fees must be paid in cash in US dollars, euros, or local currency. Other airport fees can be paid at the airport - CASH ONLY. Prior coordination for specific service is required.
- D. Agadez/Manu Dayak Intl (DRZA) additional airport information
  - 1. Fuel supply is limited. Do not expect gas unless prior coordination with fuel merchant.
  - 2. Customs, immigration, and quarantine facilities are available 24 hours a day at Agadez.
  - 3. Catering is not available.
  - 4. Ramp space is extremely limited. Plan minimal ground time

5. Aircraft carrying hazard class division 1.1, 1.2 or 1.3 explosives require a 30-day lead time to coordinate approvals. Contact [USDAO Niamey](#) for coordination of hazardous cargo with host nation.

E. Diffa Airport (DRZF) additional airport information.

1. Customs, immigration and quarantine services are not available.
2. No fuel available.
3. No lighting available.
4. Limited ramp parking.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. No information provided.

B. Military

1. No information provided.

## North Macedonia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

- a. None.

#### B. One-time Permit

- a. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through North Macedonian civil aviation channels.
- b. For overflight requests, contact the North Macedonian civil aviation agency:
  - a. Website: <http://www.caa.gov.mk>.
  - b. SITA address: SKPXXYF;
  - c. Fax: 011-389-2-311-5708;
  - d. Phone: 011-389-2-311-9381
- c. For landing, contact the above and the Operations Center of Airport Skopje:
  - a. E-mail: [sc@airports.com.mk](mailto:sc@airports.com.mk)
  - b. Phone: 011-389-2314-8305 / 8320

#### C. Hazardous Cargo Permit

- a. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through North Macedonian civil aviation channels.
- b. All hazardous materials must be declared when requesting overflight and landing clearances in North Macedonia.
- c. Follow instructions in Section I.B, above, One-time Permit.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

- a. No information provided.

#### B. Permit valid for:

- a. No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. For ground support of US/MK/NATO military support flights contact:
  - a. North Macedonian Host Nation Support Coordination Center
    - a. E-mail: [airops.hnscc@morm.gov.mk](mailto:airops.hnscc@morm.gov.mk)
    - b. Phone: 011-389-71-349-295
- B. Any flight within North Macedonian air space is required to have its transponder on to transmit important identification data to North Macedonian flight control.
- C. All hazardous materials must be declared when requesting overflight and landing clearances in North Macedonia.
- D. Identify whether or not aircraft is FM immunity compliant.
  - a. For GAT, every US aircraft must remark in their flight plan whether it is/is not equipped with FM immune ILS/VOR receivers.

b. For OAT, every US aircraft must inform ATC whether it is or is not equipped with FM immune II, S/VOR receivers.

E. Skopje Airport (LWSK): Operating hours are 0530L-2230L daily.

a. Operations outside normal operating hours may be requested through the Operations Center of Airport Skopje.

a. E-mail: [sc@airports.com.mk](mailto:sc@airports.com.mk)

b. Phone: 011-389-2314-8305 / 8320

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

a. No information provided.

B. Military

a. No information provided.



## Norway

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for over flights and landings, through Norway's civil aviation channels.
    - 2. If denied, contact [USDAO Oslo](#).
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for over flights and landings, for aircraft carrying HAZMAT, through Norway's civil aviation channels.
    - 2. If denied, contact [USDAO Oslo](#).
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Operating hours for aircraft at Norwegian military airfields are as follows:
    - 1. Standard time & Daylight Savings Time - Monday through Friday:
      - a. Gardermoen Air Station is open 24 hours, however, all military flights should arrive and depart on normal week days between 0800-1300Z.
      - b. All other military airfields 0530-1330Z.
    - 2. Saturday, Sunday, and Norwegian holidays:
      - a. All military airfields are closed to non-Norwegian traffic during weekends and the following Norwegian holidays: 01 January; 04, 05, 08 April; 01, 16, 17, 26, 27 May; and 25, 26 December.
    - 3. DV travel: The above operating restrictions apply to all travel, including DV travel.
    - 4. Chief of Defense Norway requests that travelers traveling by aircraft plan their itinerary so as to arrive and depart during military operating hours.
  - B. Kjevik (Kristiansand/Kjevik - ENCN) may be used as an alternate for aircraft having self-turnaround capability.
  - C. Before landing in Oslo/Gardermoen (ENGM),
    - 1. All aircraft must contact Gardermoen WINGOPS:
      - a. Frequency – VHF 131.250 or UHF 293.800.
      - b. Call 15-20 minutes prior to landing with the following information:
        - 1) ETD last station.

- 2) ETA Gardermoen.
- 3) Cargo and passengers for offloading.
- 4) Cargo and passenger space available for on-loading.
- 5) Next destination.

D. Oslo/Gardermoen airport (ENGM):

1. A PPR number is required for Gardermoen Military Air Base.
2. Aircraft carrying explosives or photographic equipment are not permitted to land without prior approval from [USDAO Oslo](#).
3. Civil authorities can make parking space and ground handling equipment available for use by commercial contract aircraft.
  - a. These services must be arranged through Sundt Air Executive Handling AS.
  - b. Military authorities are not able to assist, and assume no responsibility for security or financial liability if aircraft are parked on the civil side of the airport.
  - c. Clearance requests should include fund cite to cover cost if these services are requested.
4. The Norwegian government will not authorize any non-Norwegian armed guards to perform duties outside of aircraft.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. All commercial airports in Norway may be used for technical stops for cargo and passenger missions under contract with USTRANSCOM.
2. The mission must be within the operating hours of the airfield as noted in the AIP and the airfield can accommodate the aircraft and passenger requirements.
3. All commercial airports in Norway may be used as weather alternates.

B. Military

1. All military airfields in Norway may be used for technical stops for cargo and passenger missions under contract with USTRANSCOM.
  - a. The mission must be within the operating hours of the airfield as noted in the AIP and the airfield can accommodate the aircraft and passenger requirements.
2. All military airfields in Norway may be used as weather alternates.

## Oman

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings, through [USDAO Muscat](#) via APACS request.

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft under contract to USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through [USDAO Muscat](#) via APACS request.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Lead-time: 10 calendar days for all aircraft.
2. Lead-time requirements will only be waived for emergencies. Short notice visit of a DV or weather diverts do not constitute emergencies.
3. For emergencies requiring USDAO Muscat action, contact [USDAO Muscat](#).

#### B. Permit valid for:

1. Landing clearances are valid only for the date and time of the requested landing.
  - a. Time and date changes and mission cancellations MUST be coordinated with [USDAO Muscat](#) to revalidate the clearance.
2. Overflight clearances are valid from midnight to midnight local time (Z+4) on the requested date of overflight.
3. Notify [USDAO Muscat](#) of any schedule changes or if the mission is cancelled at least 48 hours before the scheduled landing in Oman.
  - a. Failure to comply with these requirements will invalidate the Aircraft Clearance for landing.
  - b. If there is a schedule change that will occur on a Friday, Saturday, or Sunday (Oman's weekend and first workday), the change must be coordinated by e-mail to [USDAO Muscat](#) to ensure notification of USDAO Muscat personnel.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. All requests (excluding overflights) require the requestor to submit the following documents:

1. Air Operator Certificate
2. Certificate of Insurance
3. Certificate of Registration
4. Certificate of Airworthiness
5. Aircraft Noise Certificate
6. Radio Licenses Certificate

- C. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Requests must state whether or not passengers will be embarking or disembarking the aircraft while in Oman and why the aircraft is landing in Oman.
    - a. i.e. “this flight is only landing for refueling, this flight is on-loading/off-loading WRM equipment”, or “this flight is supporting a pax movement through Oman, reference APACS number XXXXXX for details of other aircraft supporting this mission in Oman.”
  - 3. Include name and job title of all distinguished visitors and/or any personnel that will be disembarking or embarking on the aircraft in Oman.
    - a. If the name of the DV or other personnel cannot be released, forward the name(s) and titles of DVs to [USDAO Muscat](#).
    - b. Reference the APACS request number, aircraft call-sign, and date(s) of landing.
  - 4. Specify if/when services are desired (i.e., upon arrival or departure).
- D. Do not use code or project names.
- E. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Direct flights from Oman that overfly or land in Israel require prior approval from the Israeli Ministry of Transportation through the [USDAO Tel Aviv](#).
  - 1. Provide [USDAO Tel Aviv](#) as much advance notification as possible. Be prepared for possible technical stop (i.e., Nicosia, Cyprus, etc.).
- B. Strictly observe all conditions stated in the diplomatic clearance approval. Call [USDAO Muscat](#) at least three (3) days before flight for approval number if it is not received by message or other means.
- C. Oman civil air traffic services are VHF only. In exceptional circumstances and with prior coordination, non-VHF-equipped aircraft may be permitted to land in Oman.
- D. Funding data must be provided or payment will be collected with aircrew’s credit card or in Omani Rials.
- E. For all bases in Oman, wide body aircraft are subject to space availability, and up to two (2) aircraft landings per day unless part of an approved exercise or mission.
- F. Credit card is accepted for fuel but Ground services must be paid in cash.
  - 1. Aircrew should have a minimum of \$2,000 USD in cash for services.
  - 2. US Embassy (USDAO Muscat) does not pay or accept invoices on behalf of the aircrew or carrier.
- G. Muscat International (OOMS):
  - 1. [USDAO Muscat](#) will request one (1) of two (2) parking ramps, commercial or military depending on mission.
    - a. The commercial ramp is open 24 hours a day.
    - b. Peak hours are 0500z-0800z and 1700z-2200z.
    - c. Try to avoid these time as service will be very slow.

- d. Muscat International is subject to customs procedures and ground handling fees.
  - e. Aircraft requiring 24 hour security coverage are not allowed.
  - f. Fuel through Shell and Al Maha Oil Ground/Flight services must be coordinated through JETEX.
    - 1) Call: 011-971-4212-4000 for their 24 hour dispatch or
    - 2) E-mail: [d-team@jetex.com](mailto:d-team@jetex.com).
    - 3) They are a third party middleman that can arrange services through Oman Air.
  - g. USDAO Muscat does not coordinate services.
  - h. Generally charges do not exceed \$8,000 USD for a two (2) to three (3) day visit.
  - i. Aircrews must ask for the bill, do not depart without paying the bill.
  - j. The US Embassy will not accept billing for aircraft services.
- H. Seeb Air Base (OOMS S) military ramp (RAFO):
- 1. May be used for DV arrivals, departures and refueling only.
  - 2. Aircraft are only permitted to RON for emergencies and DV support.
  - 3. ALL aircrews must contact OPS via VHF at 296.4 on approach.
  - 4. Same ground services apply to Seeb Air Base as Muscat International.
  - 5. Call or e-mail JETEX for all ground services/fuel requests.
  - 6. Aircrews can expect to wait four (4) to six (6) hours for ground services.
  - 7. Only absolutely essential services should be requested.
  - 8. Obtain servicing elsewhere, if possible.
- I. RAFO Thumrait (OOTH):
- 1. Field operating hours: Sunday-Thursday, 0300Z-1230Z.
  - 2. Limited support is available (fuel, water).
  - 3. Aircraft are not allowed to land or take off outside of the normal operating hours except for emergencies or by special arrangement for specific events (i.e. exercises, etc).
  - 4. RON missions are not permitted at Thumrait unless previously coordinated.
  - 5. All non-WRM and non-exercise approved flights into OOTH must be entirely self-sufficient for cargo loading / unloading.
  - 6. Due to difficulty with immigration/customs and access to base, crew changes are not authorized at RAFO Thumrait.
- J. Masirah (OOMA):
- 1. Field operating hours: Sunday-Thursday, 0330Z-1230Z.
  - 2. Limited support is available (fuel, water).
  - 3. Aircraft are not allowed to land or take off outside of the normal operating hours except for emergencies or by special arrangement for specific events (i.e. exercises, etc.).
  - 4. RON missions are not permitted at Masirah unless previously coordinated.
  - 5. Until further notice, all heavy aircraft must have a tow bar on board.
- K. Duqm International Airport (OODQ):
- 1. The airport is open seven (7) days a week, 0330Z-1230Z.
  - 2. Fuel is not available, so mission planners should take it into consideration before requesting to land at OODQ.
  - 3. K-Loader and forklift available for cargo.
  - 4. The airport is not manned 24 hours a day.

5. Aircraft are not allowed to land or take off outside of the normal operating hours.
6. RON missions are not permitted at Duqm unless previously coordinated.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Airports in the Oman that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
  - a. Muscat International Airport (OOMS) in Muscat, Oman
    - 1) Aircrews can expect to wait four (4) – six (6) hours for ground services.
    - 2) Only absolutely essential services should be requested. Obtain servicing elsewhere, if possible.

B. Military

1. None.

## Pakistan

**\*\*Effective 30 July 2014\*\* Civil aircraft, to include Civil aircraft on DoD contract flights, are prohibited from using "Boulevard" and "PIFR" Air Corridors and will utilize the legacy air route structure.**

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft that land or overfly Pakistan with military cargo (including a single piece of military cargo) or military passengers require a Military Clearance Number (MCN) prior to entering Pakistani airspace.
2. Submit aircraft clearance request via APACS.
3. If the MCN is not received at least 12 hours prior to flight, then contact USDAO Islamabad Flight Clearance:
  - a. COMM: 011-92-51-208-2670 / 1510 / 1539.
  - b. E-mail: [DAOP@state.gov](mailto:DAOP@state.gov)
4. Any cancellation must be made no less than two (2) business days prior to date of operations.
5. If issued MCN is not utilized, justification must be sent to USDAO Islamabad within two (2) business days.
6. Failure to provide justification may cause future clearances to be denied by Host Nation.

#### C. Hazardous Cargo Permit

1. Follow the same instructions in Section I.B, above, One-time Permit.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

##### 1. **10 business/duty days.**

- a. Host Nation is closed on Saturday, Sunday and Pakistani holidays.
- b. All flight clearance requests are sent via post daily to Host Nation except Mondays.
  - 1) USDAO Islamabad does not pre-date diplomatic notes to Host Nation, therefore requests submitted on Friday, Saturday or Sunday are processed on Monday and submitted to Host Nation on Tuesday via the post.
- c. Requests submitted after duty hours, are not processed until the next duty day and go by post the following duty day to Host Nation.
- d. Mission planners must ensure enough lead-time for processing.
- e. All modifications for flights must be made NLT than **48 hours** prior to the date of operations annotated on the APACS request.
- f. Requests submitted within **48 hours** of the date of operations will be denied.
- g. Missions with a date of operation of **Saturday, Sunday or Monday**, modification must be submitted NLT **Thursday by 0400z**.

- h. Missions with a date of operation of **Tuesday**, modification must be submitted NLT **Friday by 0400z**.
  - i. Missions with a date of operation of **Wednesday**, modification must be submitted NLT **Monday by 0400z**
  - j. Missions with a date of operation of **Thursday**, modification must be submitted NLT **Tuesday by 0400z**
  - k. Missions with a date of operation of **Friday**, modification must be submitted NLT **Wednesday by 0400z**
  - l. **48 hour** notification prior to the date of operation is required to process all cancelled flight requests.
- 2. Requests that do not meet the 10 duty day lead-time require short notice justification from submitter.
    - a. E-mail justification to [DAOP@state.gov](mailto:DAOP@state.gov) with subject line "Short Notice Aircraft Clearance".
- B. Permit valid for:
    - 1. 72 hours for weather/maintenance delay from the scheduled arrival/departure time requested, provided no night flying is undertaken (unless specifically cleared for night operations).
    - 2. If unable to arrive on scheduled date/time, notify USDAO Islamabad of deviation and specific date/time of arrival as soon as possible.
    - 3. Date of operations delays submitted within the 10 day lead time window, must not exceed the 72 hour validity of the initial date of operation request.
    - 4. Delays that exceed the 72 hours window within the 10 day lead time require a new request to be submitted to Host Nation with the proper 10 day lead time

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  - 1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 2. Detailed description of purpose of flight, cargo on board (include proper shipping names, hazard classes, UN classification numbers if applicable and estimated cargo weight) and accepting agency for Pakistani customs.
    - a. Operation Resolute Support is not an acceptable purpose of flight.
    - b. Any clearance request which involves deviation requirements must cite specific justification for such deviation.
    - c. Mission Information:
      - 1) Mission Type
      - 2) Valid Mission/Unit Number
      - 3) Valid Contract Number
      - 4) Primary Contractor Information
      - 5) Sub-Contractor Information
      - 6) Office address and phone
    - d. Only two alternate aircraft tail numbers will be accepted by Host Nation.



- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. International air corridors and/or published airways are the only routes authorized for entry, departure, and overflights.
- B. All aircraft entering Pakistan's airspace from Muscat (OOMM) FIR, or Bombay (VABF) FIR, must follow airway routing to Karachi, and then follow routing from Karachi to Rawalpindi/Islamabad or Peshawar, as set forth below.
  - 1. Route between Karachi and Rawalpindi/Islamabad:
    - a. Karachi (KC) (2454.6N-06710.6E) J112 Lahore (LA) (3130.0N-07424.0E) J121 Islamabad (RN) (3336.4 N-07307.6E) OPRN (3336.8N-07306.3E).
  - 2. Route between Karachi and Peshawar:
    - a. Follow above routing to Islamabad and then: J143 Jabar (3332.5N-07152.0E) J143 Peshawar (PS) 3358.6N-07131.1E) OPPS (3359.6N-07130.9E).
- C. All aircraft entering Pakistan's airspace from New Delhi VIDF FIR must follow airway routing to Lahore, then follow routing from Lahore to Islamabad or Karachi, as set forth below.
  - 1. Route between New Delhi and Islamabad:
    - a. Delhi (DPN) (2834.0N-07705.7) A589 BUTOP A589 ASARI (3048.3N-07509.5E) A466 Lahore (LA) (3130.0N-07424.0E) J121 Islamabad (RN) (3336.4N-07307.6E) OPRN (3336.8N-07306.3E).
  - 2. Route between New Delhi and Karachi:
    - a. Follow above routing to Lahore (LA) and then J112 KARACHI (KC) (2454.6N-06710.6E) OPKC (2454.3N-06709.4E) OR OPSF (2452.5N-06707.1E).
- D. Use standard airways for all flights. Point-to-point and off-airways direct routings are prohibited.
- E. Night flying in Pakistan is prohibited except when specific approval is requested and given and the reason justified: night flights are normally only approved for DV movements.
- F. Normal shipment of cargo consigned to US activities in India may be carried through Pakistan by AMC provided it is not offloaded in Pakistan and cargo is not compose of obvious major military hardware.
  - 1. Transiting Pakistan with cargo of major nature bound for US exercises in India or shipment of any military cargo consigned to Indian government must be avoided.
- G. Mission planners must submit passenger manifest to [ODRP Islamabad](#) 72 hours after passenger flights operates.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. None.
- B. Military
  - 1. None.

## Panama

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings, through Panamanian civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Panamanian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: No information provided.
  - B. Permit valid for: No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Flight plans must be filed at least two (2) hours prior to takeoff for aircraft departing under IFR conditions and one (1) hour for VFR conditions.
  - B. Customs, immigration, and quarantine facilities are available 24 hours a day at Tocumen International (MPTO) and during daylight hours at Marcos Gelabert International (MPMG) and Enrique Malek International (MPDA).
  - C. All aircraft must request the “cargo ramp” for offload and parking area with tower control after landing.
    - 1. Exit Bravo and proceed to assigned position on Cargo Ramp.
    - 2. The military/Senan Ramp is off limits with the exception of assets pre-coordinated through the Ministry of Public Security.
  - D. Aircraft overflying San Andres Island must comply with the Colombia FCG entry.
  - E. Aircrews must use reflective safety belts (or equivalent reflective clothing) at the airport when working outside the aircraft from dusk to dawn.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Airports in the Oman that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:
      - a. Tocumen International (MPTO) in Panama City, Panama
  - B. Military
    - 1. None.

## Peru

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings, through Peruvian civil aviation channels.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Peruvian civil aviation channels.

1. If the HAZMAT is explosives, then the DoD commercial contract air carrier must obtain approval through SUCAMEC.

- a. SUCAMEC is the ONLY organization that has the authority to approve explosives to be flown into Peru (website: [www.sucamec.gob.pe](http://www.sucamec.gob.pe)).

- b. Additionally, as part of a parallel process, Peruvian customs must be notified regarding importation of weapons.

- 1) [USDAO Lima](#) will not be responsible for this notification.

- 2) Notification must be accomplished through Peruvian civil aviation channels.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: No information provided.

- B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Peru does not allow deviation from published airways on enroute flight charts (H5 & L10).

- B. The Peruvian Air Force will not authorize direct routes off airways.

1. Follow established airways from point of entry to exit.

- C. Cargo containing arms, munitions, explosives, and/or any hazardous material must be stated clearly in the permit request.

- D. Aircraft arriving Jorge Chavez Intl will be refueled and taxied to the parking area.

1. Jorge Chavez International is designed for aircraft to be backed away from the single point refueling pits by tug.

2. No single point refueling is available, other than refueling pits.

3. If single point is used, aircraft must be towable.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian

1. Airports in the Peru that may be used as a technical stop or weather alternate for cargo and passenger missions for DoD contract commercial air carriers under contract with USTRANSCOM:

a. Lima-Callao/Jorge Chavez International (SPJC) in Lima, Peru.

B. Military

1. None.

## Philippines

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings, through Philippines civil aviation channels.
2. DoD commercial contract aircraft must submit necessary landing and overflight requests using the procedures for nonscheduled civil aircraft.
3. Refer to the civil aviation authority of the Philippines (CAAP) website:
  - a. For additional information: <http://www.caap.gov.ph/index.htm>
4. USDAO Manila does not process aircraft permissions for DoD commercial contract air carriers. Do not use APACS.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permit for overflights and landings for aircraft carrying HAZMAT, through Philippines civil aviation channels.
2. DoD commercial contract aircraft must submit necessary landing and overflight requests using the procedures for nonscheduled civil aircraft.
3. Refer to the civil aviation authority of the Philippines (CAAP) website:
  - a. For additional information: <http://www.caap.gov.ph/index.htm>
4. USDAO Manila does not process aircraft permissions for DoD commercial contract air carriers. Do not use APACS.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time: No information provided.
- B. Permit valid for: No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Standard airways and altitudes must be used at all times unless previously cleared by the government of the Republic of the Philippines (GPH) authorities.
  1. Ensure compliance.
  2. Deviations from the flight plan are authorized only for declared emergencies.
- B. RPLC has two (2) aviation operations locations on the airfield:
  1. Diosdado Macapagal International Airport (DMIA),
    - a. Also called Clark International Airport
  2. Clark Air Base.
    - a. Clark AB shares the runways and taxiways of DMIA
    - b. Controlled by the Philippine Air Force
- C. RPMZ has two (2) aviation operating locations on the airfield:
  1. Zamboanga International Airport

- a. DoD commercial contract aircraft may enter and park at Zamboanga International.
    - b. The control tower may issue special instructions.
  - 2. Edwin Andrews Air Base (EAAB)
- D. RPVM has two (2) aviation operations locations on the airfield:
  - 1. Mactan-Cebu International Airport (MCIA)
  - 2. Mactan Air Base.
    - a. Mactan AB shares the runways and taxiways of MCIA.
    - b. Controlled by the Philippine Air Force.
- E. Basco Airport (RPUO) is for transitory purposes only, and landing there requires prior approval from [USDAO Manila](#).
- F. Customs, immigration, and quarantine facilities are available at:
  - 1. RPLL - 24 hours a day.
  - 2. RPLI, RPVM, and RPMZ - 48 hours advance notice is required.
- G. Aircrew members must adhere to customs and immigration procedures for the Republic of the Philippines (PH).
  - 1. It is imperative that all aircraft, to include aircrew members, and passenger entrance requirements are met for landings at PH controlled airports.
  - 2. Aircraft captains should be aware that failure to comply with Philippine documentation requirements may result in aircraft, aircrew, or passengers being detained by PH authorities.
  - 3. On arrival, the pilot must furnish the Philippines boarding officer and/or other designated officials with the following items:
    - a. Three (3) copies of the passenger manifest and cargo manifest.
    - b. One (1) copy of the customs general declaration.
    - c. One (1) copy of the crew list.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Poland

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Warsaw](#) via APACS.
- C. Hazardous Cargo Permit
  - 1. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Warsaw](#) via APACS.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. 10 days preferable; seven (7) days minimum.
  - 2. 14 days (minimum): All aircraft carrying hazardous materials.
- B. Permit valid for:
  - 1. Plus (+) 24 hours
  - 2. Important: Notify [USDAO Warsaw](#) in advance of any change in the times stated in the Aircraft Clearance Request for entering and exiting Polish airspace and for landing in Poland.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. Crew Information (only required for landings in Poland):
    - 1. Each crew member’s full name.
    - 2. Date of birth.
    - 3. Passport number.
  - 2. Route of flight:
    - 1. Territory/FIR entry point (name or coordinates), date/time (Z).
    - 2. Route of flight within territory or FIR of country.
    - 3. Territory/FIR exit point (name or coordinates), date/time (Z).
  - 3. State “HAZMAT on board,” or “No HAZMAT on board.”
  - 4. State that there is no reconnaissance equipment onboard.
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. DoD Commercial contract air carriers under contract with USTRANSCOM must enter the code designation “SOFA EP” in the remarks section of the ICAO flight plan.
- B. Report all changes in crews, aircraft, and times to [USDAO Warsaw](#) as soon as possible.

- C. All aircraft flying in Poland will be confined to specified airways that are 5.4 nautical miles in width.
- D. Report to Warsaw Control before crossing Warsaw FIR boundary.
  - 1. If the traveler is unable to contact Warsaw Control, then make initial contact with AA HOMER on 128.8 MHZ.
  - 2. The initial report must contain aircraft call sign, position and time, ETA over FIR boundary, cruising level in meters, and IFR.
  - 3. Report crossing FIR boundary over all reporting fixes.
- E. [USDAO Warsaw](#) can arrange services with local FBOs, request in APACS.
  - 1. USDAO Warsaw will not arrange services if not requested in APACS.
- F. Customs facilities are normally available during the daytime and early evening.
  - 1. Customs facilities are available at night upon request.
- G. Airports operate from approximately 0500-2100Z (0600-2200 local) daily.
  - 1. Special permission must be secured from Polish State Airports Authority to arrive or depart outside normal operating hours.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. All commercial airports in Poland may be used for technical stops for cargo and passenger missions under contract with USTRANSCOM
- B. Military
  - 1. No information provided.



## Portugal

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Lisbon](#) via APACS.
  - a. DoD commercial contract aircraft in support of Operation Resolute Support and Operation Freedom Sentinel may only transit Portugal through Lajes Air Base (LPLA).

#### C. Hazardous Cargo Permit

1. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Lisbon](#) via APACS.
  - a. DoD commercial contract aircraft in support of Operation Resolute Support and Operation Freedom Sentinel may only transit Portugal through Lajes Air Base (LPLA).

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 72 hours - Overflights
2. Seven (7) Days – Hazardous Cargo, Foreign Military Sales, Flight from/to non-NATO countries.

#### B. Permit valid for:

1. ETA minus (-) 24 hours to a plus (+) 72 hours.
  - a. Delays outside this period require a new clearance request be submitted.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.

##### 1. Route of flight:

- a. Santa Maria Oceanic (LPPO) FIR entry & exit points (coordinates), date/time (Z).
- b. Lisboa (LPPC) FIR entry and exit points (coordinates), date/time (Z).

#### C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All aircraft transporting munitions or explosives cargo transiting Lisbon or Santa Maria FIRs (even if not transiting Portuguese territorial space) must comply with ICAO flight plan procedures regarding declaration of such cargo.

1. If Portugal is used as an alternate landing site, Diplomatic Clearance must be requested in accordance with procedures for one-time Diplomatic Clearance request.

- B. If any passenger is from a non-NATO/EC country, prior permission from the Government of Portugal is required.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. DoD commercial aircraft under contract with USTRANSCOM NOT transporting hazardous cargo may use any commercial airport in Portugal for technical stops for cargo and passenger missions under contract with USTRANSCOM provided:

- a. The contracted air carrier obtains appropriate permissions and PPR.
- b. The airport can accommodate the aircraft and the cargo/passengers.

2. All commercial airports in Portugal may be used as weather alternates.

3. DoD commercial contract aircraft transporting hazardous cargo should avoid Portuguese civilian airports.

B. Military

1. DoD commercial contract aircraft under contract with USTRANSCOM Lajes Air Base (LPLA) for technical stops for cargo and passenger missions.

## Qatar

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings via APACS.
2. For Al-Udeid Air Base (OTBH): Once approved in APACS, contracted aircraft are granted blanket diplomatic clearance for all landings at OTBH. The approved clearance number is MF/MW/2/2/5-662/GHQ. This number must be entered into the APACS request and the remarks section on line 18 of the flight plan.
3. Once approved in APACS, all contracted aircraft are granted blanket diplomatic clearance for overflights of the State of Qatar. The approved clearance number is MF/MW/2/2/5-662/GHQ. This number must be entered into the APACS request and the remarks section on line 18 of the flight plan.

#### B. One-time Permit

1. None.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT via APACS.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

##### 1. Overflight of Qatar:

- a. Seven (7) calendar days prior to planned arrival.

##### 2. Landing at Al-Udeid Air Base (OTBH) or Doha-Hamad International (OTHH):

- a. 14 calendar days prior to planned arrival.

##### 3. Notes

- a. Qatar is extremely strict on aircraft clearance, lead time, and validity.
  - 1) Any aircraft without an approved clearance request will be denied Qatar overflight and/or landing clearance at Al Udeid Air Base, Doha-Hamad International Airport.
- b. Longer lead time is required during holiday periods.

#### B. Permit valid for:

1. One (1) Zulu day.
2. For additional information, contact the [379 AEW Host Nation Coordination Cell](#) or the [USDAO Doha](#).

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the APACS "Purpose of Flight" field:

1. Theater Express or other USTRANSCOM program as required.
2. Valid mission number.
3. Valid contract number.
4. Primary contractor information.
5. Subcontractor information.

- C. Do not use code or project names.
- D. All information must be able to be validated using Theater Express/USTRANSCOM approved carrier listings.
- E. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. DoD commercial contract aircraft landing or departing Al Udeid Air Base (OTBH) must use CAMBER (ICAO: CMB) call-sign.
- B. This also applies to positioning and de-positioning legs, even if the aircraft is empty.
- C. Requirements for arriving/departing Al Udeid Air Base (OTBH). US Civilians without a CAC, regardless of purpose of visit require:
  - 1. Blue Tourist Passport
  - 2. Multiple-Entry Visa
  - 3. Coordinate with 379 AEW HNCC 30 days prior to travel for Al Udeid AB front gate exit/entry.
- D. [379 AEW Host Nation Coordination Cell](#)
- E. For landings at Al Udeid Air Base (OTBH), and Doha-Hamad International Airport (OTHH) expect the following routing:
  - 1. Eastbound from Bahrain:
    - a. B-457, RADLO, ELOSA, R-659, OTBH/OTHH.
  - 2. Westbound to Bahrain:
    - a. R-659, ELOSA, B-457, BAH.
  - 3. From OTBH/OTHH to Kuwait FIR:
    - a. R-659, URITO, PIMAL, TOLMO, TESSO, B-416.
  - 4. From Kuwait FIR to OTBH/OTHH:
    - a. G-795, BAH, B-457, RADLO, ELOSA, R-659, OTBH/OTHH.
  - 5. Westbound from Dubai or Abu Dhabi:
    - a. P-899, VEBAT, Z-994, BUNDU, or A-415, TOSNA.
- F. Al Udeid Air Base (OTBH)
  - 1. Prior permission required (PPR) for all non-AMC-mission aircraft arriving into Al Udeid Air Base. Aircrew that RON will be billeted on base.
  - 2. Aircrew that RON at Al Udeid should bring washcloths, towels, and other similar personal items, as Al Udeid transient quarters only provide linens and pillows.
- G. Doha-Hamad International Airport (OTHH)
  - 1. For long stays (more than a couple hours) or to RON, crews can expect to either reposition to Echo Ramp of Doha International Airport or to fly to Al Udeid Air Base (OTBH).
    - a. Hangar space is not available at Doha International Airport.
    - b. Crews remaining overnight at Doha International must provide a credit card number and crew list to [USDAO Doha](#), who will make hotel and transportation arrangements.
  - 2. Crews of DV flights to Doha-Hamad International Airport can expect to unload passengers and receive aircraft services at the VIP or Ministerial Lounge (Parking spots V3, V4, V5).
    - a. For short stays, aircraft may be able to remain parked at the Ministerial Lounge.

3. All aircraft arrivals will incur charges for “ground services” at a minimum.
  - a. [USDAO Doha](#) will coordinate service requests as submitted via APACS.
  - b. DO NOT CONTACT THE SERVICE PROVIDER DIRECTLY.
  - c. Fund cites are typically charged approximately four (4) weeks after receipt of services.
  - d. Service provider at Doha-Hamad International Airport is Qatar Aviation Services, VHF 121.05.
    - 1) Available services include, but are not necessarily limited to, the following: potable water, lavatory services, wet ice, dry ice, air stairs, and power carts.
4. Due to the lengthy host nation approval process, USDAO Doha often does not receive a final response to aircraft clearances requests until the day of or day prior to aircraft arrival.
5. All aircrew and passenger baggage that leaves the aircraft will go through Customs X-ray scanning on arrival and departure.
  - a. In addition to the restrictions on the import/export of military or security related items, items such as, but not necessarily limited to, pork products, sexually explicit items or paraphernalia, and alcohol are also prohibited.
6. [USDAO Doha](#) will assist with aircrew immigration; have documents ready for collection upon arrival.
7. All aircrews flying into Doha-Hamad International Airport must contact the Doha control tower supervisor to confirm runway condition and status of on-going construction projects.
  - a. The control tower supervisor can be reached at 011-974-4465-6564.
  - b. Airfield NOTAMS are not always current.
8. Technical stops are NOT PERMITTED at Doha-Hamad International Airport.
  - a. Exceptions: Only aircraft arriving or departing with DV’s will be permitted to land at Doha-Hamad International Airport with the exception of weather divers or emergencies.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. ***Divers to Qatar:*** When DoD commercial contract aircraft operating contract missions on behalf of the Department of Defense file Qatar as their weather divert (alternate) location, they must plan on landing at Al Udeid Air Base (OTBH) unless extreme circumstances dictate landing at Doha-Hamad International Airport (OTHH).
  1. If Al Udeid Air Base (OTBH) qualifies with weather divert criteria, then it should be used as the weather alternate, versus Doha-Hamad Int’l Airport (OTHH).
    - a. The only acceptable reasons for diverting and landing at Doha-Hamad Int’l (OTHH) are:
      - 1) Weather dictates an instrument approach and civilian carriers do not have an instrument approach plate for OTBH onboard their aircraft.
      - 2) OTBH is closed or has restrictions published preventing access.
      - 3) An aircraft emergency where the pilot in command deems flying to OTBH is impractical.
  2. If a DoD commercial contract aircraft divers to Qatar and the weather is VFR, the Qatari Air Operations Center will force aircrew to land at OTBH, regardless

of what is filed on their international flight plan, unless a specific diplomatic clearance for landing at OTHH is approved through [USDAO Doha](#).

3. In the event, a DoD commercial contract aircraft diverts to and lands at OTBD, passengers and cargo must remain on board the aircraft until the aircrew has coordinated with:

- a. 8th Expeditionary Air Mobility Squadron's (EAMS) Air Mobility Command Center COMM: 011-974-4458-9555, ext. 437-2422).
- b. If 8th EAMS cannot be contacted, then contact [USDAO Doha](#).

4. This guidance is only intended for missions planning to terminate in or transit countries other than Qatar.

- a. Missions intending to terminate at OTBH are not restricted from using OTHH as their weather alternate.

B. Civilian

1. See instructions above.

C. Military

1. See instructions above.

## Romania

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize blanket permit MUST use “CAMBER” call-sign and obtain permissions for overflights and landings through [USDAO Bucharest](#).
2. DoD commercial air carriers not using “CAMBER” call-sign must obtain permissions and permits for overflights and landings through Romanian civil aviation channels.
3. Aircraft flying in support of Operation Resolute Support (ORS), Operation Atlantic Resolve (OAR), Operation Freedom Sentinel (OFS) and Operation Inherent Resolve (OIR) - missions (including landing at international airports in Romania and/or access to military ramps of air base) have blanket clearance number AP20/US, valid from 01 January through 31 December 2020. Mission planners/flight crews must notify [USDAO Bucharest](#) if aircraft will land anywhere but an international airport in Romania, e.g., landing and/or access to Romania military air base ramps and field sites. Regardless of blanket clearance, USDAO Bucharest must coordinate this request through the Romanian Ministry of Defense prior to the mission. This coordination typically takes five (5) working days or longer in some instances.
4. Overflight aircraft performing one of the following missions should enter blanket clearance number ROU-20 in block 18 of the ICAO flight plan. This blanket clearance is for overflight only and is valid from 01 January through 31 December 2020.
  - a. Humanitarian and medical evacuation or air ambulance.
  - b. VIP missions.
  - c. Passenger transport.
  - d. Cargo transport carrying only non-HAZMAT material.
  - e. Training missions.
5. Aircraft flying in support of humanitarian and medical evacuation or air ambulance - missions (including landing at international airports in Romania and/or access to military ramps of air base) have blanket clearance number AP20/US/MED, valid from 01 January through 31 December 2020.
6. The following aircraft require notification no later than 14 calendar days prior to the mission:
  - a. Transporting armed military personnel, armament, ammunition, explosives, radioactive and other hazardous materials according to Doc. 9284 – AN/905 ICAO.
  - b. Carrying out aerial photography, aerial video recording, and cartographic measurements.
7. Aircraft landing on Romanian international airports require notification no later than seven (7) calendar days prior to the mission.
8. Aircraft that require access/parking on military ramps require notification no later than 10 calendar days.

#### B. One-time Permit

1. DoD commercial air carriers under contract with USTRANSCOM must obtain permissions and permits for overflights and landings through Romanian civil aviation channels.

C. Hazardous Cargo Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize blanket permit MUST use "CAMBER" call-sign and obtain permissions for overflights and landings of aircraft carrying HAZMAT through [USDAO Bucharest](#).
2. DoD commercial air carriers not using "CAMBER" call-sign must obtain permissions and permits for overflights and landings of aircraft carrying HAZMAT through Romanian civil aviation channels.
3. Aircraft flying in support of Operation Resolute Support (ORS), Operation Atlantic Resolve (OAR), Operation Freedom Sentinel (OFS) and Operation Inherent Resolve (OIR) - missions (including landing at international airports in Romania and/or access to military ramps of air base) have blanket clearance number AP19/US, valid from 01 January through 31 December 2019. Mission planners/flight crews must notify [USDAO Bucharest](#) if aircraft will land anywhere but an international airport in Romania, e.g., landing and/or access to Romania military air base ramps and field sites. Regardless of blanket clearance, USDAO Bucharest must coordinate this request through the Romanian Ministry of Defense prior to the mission. This coordination typically takes five (5) working days or longer in some instances.
4. The following aircraft require notification no later than 14 calendar days prior to the mission:
  - a. Transporting armed military personnel, armament, ammunition, explosives, radioactive and other hazardous materials according to Doc. 9284 – AN/905 ICAO.
5. Aircraft landing on Romanian international airports require notification no later than seven (7) calendar days prior to the mission.
6. Aircraft that require access/parking on military ramps require notification no later than 10 calendar days.

II. LEAD-TIME AND VALIDITY (for APACS Requests)

A. Lead-time:

1. 10 days for all landings in Romania
  - a. Including all landings by flights supporting: Operations Resolute Support, Freedom Sentinel, Atlantic Resolve, and Inherent Resolve.
2. 15 days for overflight of non-OEF or non-Operation Resolute Support by aircraft transporting armed military personnel, armaments, ammunition, explosives, or other hazardous materials specified in Doc. 9284 – NA/905 ICAO.
3. 15 days for overflights of aircraft equipped with aerial photographic equipment, aerial video recording, or cartographic measurements.
  - a. Note that such flights must have all clearances required by Romanian law.
4. The lead-time requirement does not apply to clearances required in support of OEF.
  - a. For flights in that category, provide as much advance notice as possible.
5. Any aircraft clearance request not meeting lead-time requirements may be delayed or disapproved.



6. USDAO Bucharest can process short-notice clearance requests received by fax or e-mail and will handle such requests on a case-by-case basis.
  - a. Any short-notice request submitted by fax or e-mail must include the DTG of the request message, the name of the person authorizing the short-notice request, and justification for the short notice.
  - b. If a short-notice clearance is requested by e-mail, fax, the requester must follow up with a phone call.
  - c. The [USDAO Bucharest](#) duty officer can be contacted through the Marine Security Guard at the US Embassy.
  - d. [USDAO Bucharest](#) office hours are 0800L-1700L Monday through Friday.
7. USDAO Bucharest does not have a 24-hour communications center.
  - a. Routine-precedence messages are received the next workday following the date-time group (DTG) of the originator's message.
  - b. Normal duty hours are 0800–1700 Monday through Friday.
  - c. Clearance requests received after duty hours cannot be processed until the beginning of the next duty period.
  - d. The Romanian government does not adhere to any fixed schedule for granting clearance.
    - 1) It generally withholds final approval until 24 to 48 hours prior to ETA or overflight.

B. Permit valid for:

1. Minus (-) four (4) hours and plus (+) 72 hours from the flight information in the original request.
  - a. If the overflight or landing falls outside of this 72-hour window for any reason, a new Aircraft Clearance Request must be sent to USDAO Bucharest.
  - b. Report to USDAO Bucharest any change in landing time or location.
  - c. Report to USDAO Bucharest any change in entry points or routes of flight.

III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  1. Route of flight:
    - a. Territory/FIR entry point (name), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name), date/time (Z).
  2. Information required for HAZMAT:
    - a. Item description
    - b. Quantity and weight
    - c. Classification code
    - d. This info is NOT required for aircraft supporting Operation Enduring Freedom, Operation Iraqi Freedom, or Operation Resolute Support.
- C. Accurate, clear, detailed information is essential. Changes and errors will cause delay or denial of clearance.
- D. When requesting diplomatic overflight or landing clearance, state preferred entry or exit points and airway routes.

1. In most cases, clearance will be granted as requested. However, increased air traffic over Romania sometimes requires a change in entry or exit points and airways to ensure safety of flight.
  2. If the Romanian air traffic control authorities specify a change, the [USDAO Bucharest](#) will advise the requestor of the change in the message granting the diplomatic overflight or landing clearance.
- E. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. If the aircraft experiences delays that may cause the crew and passengers to go into crew rest in Romania, contract air carriers will notify the [USDAO Bucharest](#) and provide details of current problem and delay status.
1. USDAO POC is:
    - a. 011-40-21-200-3326 (duty hours)
    - b. 011-40-21-200-3433 (non-duty hours – ask for USDAO duty officer).
- B. Pilots must adhere to planned flight routing. Deviations are authorized only as directed by Romanian air traffic control.
- C. For US state aircraft, the Romanian government has permanently waived the requirement that avionics equipment (such as VOR and ILS) be FM-immune.
- D. Report any change in landing time or location and any change in entry points or routes of flight to the [USDAO Bucharest](#) before departing.
- E. Report any change in times more than three hours plus or minus the original requested time during the 72 hour clearance validity period and any changes in entry points or routes of flight to the USDAO Bucharest before departing.
- F. Report any changes in crew, aircraft type or number, call sign, dates, etc., to the [USDAO Bucharest](#) flight clearance officer as soon as possible.
- G. PPR from airport is not required; APACS approval serves as authority/permission.
- H. Due to low standards of runway and taxiway maintenance, caution is advised for aircraft ground operations during periods of snow and ice.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
1. DoD commercial contract aircraft may only use the following three (3) airports in Romania for passenger technical stops due to passenger support:
    - a. **PRIMARY Airport** - Constanta/Mihail Kogalniceanu (LRCK) Airfield
      - 1) **ALL aircraft transporting US Forces personnel must use (LRCK) for Aircraft Landing/Refueling/RON.**
      - 2) Mihail Kogalniceanu Airbase is adequately equipped and staffed to accommodate US Forces that must remain overnight, or in the event of an unscheduled aircraft repair.
      - 3) ALL transiting aircrews must use Mihail Kogalniceanu Billeting Office.
      - 4) Mission planners/flight crews must coordinate directly with Mihail Kogalniceanu Billeting Office for all overnight stays.

- 5) Contact MK Billeting Office via e-mail:  
[curt.a.slinger.mil@mail.mil](mailto:curt.a.slinger.mil@mail.mil) and then call to confirm receipt of message using:
    - a) 011-40-731-335-029 (if calling from the US)
    - b) 00-40-731-335-029 (if calling from elsewhere)
  - 6) Provide a CC copy of the e-mail to MK Housing manager:
    - a) [George.banoti@kbr.com](mailto:George.banoti@kbr.com)
    - b) 011-40-737-736-833 (if calling from the US)
  - 7) 00-40-737-736-833 (if calling from elsewhere).
  - 8) If unable to reach anyone at MK Billeting Office, notify USDAO Bucharest via e-mail:
    - a) [flightclearancesbucharest@state.gov](mailto:flightclearancesbucharest@state.gov)
    - b) [DaoBucharest@state.gov](mailto:DaoBucharest@state.gov)
  - 9) All questions concerning this change must be addressed directly to USDAO Bucharest.
- b. **ALTERNATE Airport** - Bucharest/Henri Coanda (LROP) Airfield for US Aircraft Landing/Refueling/RON.
- 1) Services & Fuel:
    - a) Menzies Aviation Romania
    - b) E-mail: [otp.operations@menziesaviation.com](mailto:otp.operations@menziesaviation.com)
    - c) Fax (24hrs): 011-40-21-201-4807
    - d) Phone: 011-40-21-204-2215, or: 011-40-742-109-342.
  - 2) Menzies Aviation Romania - General Manager:
    - a) E-mail: [cristian.paris@menziesaviation.com](mailto:cristian.paris@menziesaviation.com),
    - b) Cell: 011-40-744-634-024 (if calling from the US)
    - c) Cell: 00-40-744-634-024 (if calling from elsewhere).
- c. **ALTERNATE Airport** - Sibiu International Airport (LRSB) for US Aircraft Landing/Refueling/RON.
- 1) Services
    - a) Menzies Aviation Airfield Operations
    - b) Phone: 40-269-259-901.
    - c) Phone/fax: 40-269-259-901.
    - d) Cell: 40-757-018-095.
    - e) Aircraft Handling e-mail:  
[sbz.operations@menziesaviation.com](mailto:sbz.operations@menziesaviation.com)

B. Military

1. See Constanta/Mihail Kogalniceanu (LRCK) Airfield (above)

## Russia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract to USTRANSCOM must obtain approval for overflights and landings, through the [USDAO Moscow](#).
2. DoD commercial contract air carriers must also complete and submit the Form N ([AT FORM N Russia](#)) as an e-mail attachment to [USDAO Moscow](#) within the appropriate lead time.
3. Submitters will be contacted directly when the clearance is received and also notified via APACS.
4. On arrival, aircrews must register passports with Russian authorities as directed by the US Embassy Representative.
  - a. Passports will be returned to aircrew members before they leave the airport.
  - b. Aircrew must also register their passports at the hotel upon arrival.
  - c. The passports are normally returned within 24 hours.
5. Visa Required. All aircrew members must obtain visas before traveling to Russia unless they have specific authorization from [USDAO Moscow](#) to proceed without visas.
  - a. The government of Russia will only waive the visa requirement under extraordinary circumstances when ground times are short and aircrew members will remain near the aircraft, such as during emergency medical evacuations.
  - b. The US Embassy cannot obtain plane-side visas in Russia. Aircrew members not already holding visas must apply for them with the assistance of the Department of State (DoS).
  - c. Russian consulates require specific letters of endorsement from DoS before they will process visa applications. Note that the Russian government does not issue letters of invitation for aircrews (although their passengers may have received invitations).
  - d. Any aircrew member planning to enter Russia more than once within a short period of time should request a multiple entry/exit visa.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract to USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through the [USDAO Moscow](#).
2. DoD commercial contract air carriers must also complete and submit the Form N ([AT FORM N Russia](#)) as an e-mail attachment to [USDAO Moscow](#) within the appropriate lead time.
3. Submitters will be contacted directly when the clearance is received and also notified via APACS.
4. See additional instructions in Section 1.B. One-Time Permit (above).

## II. LEAD-TIME AND VALIDITY (for APACS requests)

### A. Lead-time:

1. 20 days minimum.
2. Add an extra day of lead-time for every US or Russian holiday that occurs during the 20-day lead-time period.
3. Report any unavoidable changes to the mission plan to the AIRA as soon as possible so USDAO Moscow can clear them with Russian authorities.
4. Do not assume clearance for any change to the mission.
  - a. If same-day action is required, e-mail the changes to [USDAO Moscow](#), and follow up with a phone call to ensure receipt.
  - b. Emergency flights will be processed on a case-by-case basis.
5. If clearance is not received 18 hours before the planned entry into Russian territorial airspace, contact the [USDAO Moscow](#) Air Attaché (AIRA).
  - a. Failure to comply with this requirement will result in a violation of Russian airspace and international law.
6. Aircrews should ensure that they have visas in their possession prior to departing CONUS by requesting an entry date into the Russian Federation of not later than five (5) days prior to departure from CONUS and an exit date of not earlier than five (5) days after scheduled departure from the Russian Federation. This protects the aircrew in the event of a change to the mission.
  - a. The Russian embassy in Washington typically issues visas only one (1) or two (2) days prior to the requested date of entry, so missions may have to depart CONUS for intermediate stops before aircrew receive their visas, necessitating overnight mailings to deliver them.
  - b. Because the Russian embassy typically requires a letter of invitation as justification for issuing visas, DoS must endorse aircrew visa requests in lieu of the letter of invitation.
    - 1) Without the endorsement, the Russian embassy may refuse to issue visas.

### B. Permit valid for:

1. Plus (+) 24 hours for each event time (entry, arrival, departure, and exit) within Russia.
  - a. The clearance request will be made with all times one (1) hour prior to scheduled arrival.
  - b. This request will provide a window of one (1) hour early to 23 hours late from the times requested via APACS.
  - c. The Russian government does not permit earlier entry than requested in the flight clearance request.
  - d. The clearance validity time can change based on the destination airfield at time of arrival.
  - e. If the aircraft itinerary changes significantly prior to departure, contact the AIRA to confirm that the clearance will remain valid.

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. All APACS fields must be completely filled out. Additionally, the following information is required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
  - b. Route of flight within Russia.
  - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- 2. Aircraft call sign may not exceed 7 characters.
- 3. Include the following additional "other support, funding, and point of contact" information: required ground handling equipment, fund cites for fuel and aircraft services, cell phone requirements, and both duty hour and non-duty hour point of contact information.
- 4. List all available methods available to make payment for fuels and services. Include ability to pay by cash, fund cite or other methods.
- 5. If the aircraft is satellite phone capable, include the number in the flight clearance request. If the aircraft is e-mail capable in flight, also provide this e-mail address.
- C. Clearance requests should query [USDAO Moscow](#) about latest billing procedures.
  - 1. The billing procedures are unique to each airfield in Russia and change frequently, so it is imperative that the particular billing method is confirmed prior to country entry.
- D. Care must be taken to ensure all information is clear and accurate in all details. Changes and/or minor errors can cause delay or denial of entry or exit.
  - 1. Changes to the itinerary, times or other mission data within 14 days which require a change to the flight clearance request will jeopardize the issuing of a clearance from the Russian government.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Report cancellations to [USDAO Moscow](#) by e-mail and via APACS.
  - 1. If the flight has already received clearance, contact the [AIRA or USDAO duty officer](#) (via Marine Security Guard) directly via phone to inform of cancellation.
- B. Warning: When passing transition altitude on approach to Russian airports, use QFE altimeter settings only, not QNH. Russian controllers use QFE as the standard setting. Aircrews should also be prepared to use meters for altitudes.
- C. Flight routing must be on designated international air routes to or from designated international airports unless Russian authorities direct alternate routing.
- D. Aircraft diverts to locations in Russia should be carried out only when safety-of-flight issues are involved. Diverts should be to a NATO or allied country for the following reasons.
  - 1. Aircraft requiring maintenance or repair should land in the Russian Federation only as a last resort. Aircraft requiring maintenance may be stranded in the Russian Federation for a significant amount of time, up to several weeks.
  - 2. Due to processing delays and exorbitant fees charged by the host nation for overnight delivery, this is not a good option for delivery of replacement parts. Items of small monetary value (less than \$500 USD total value) may be sent overnight express with the understanding that this does not include customs clearance and processing of fees.
  - 3. It is recommended that frequently needed maintenance parts be placed on the aircraft, that arrangements be made for courier delivery of parts, or that delivery to an intermediate (preferably NATO) country be coordinated.
- E. Aircrews landing at a remote airfield may need a translator.

- F. [USDAO Moscow](#) highly recommends all official flights with Moscow as the destination use Vnukovo Airport, based on past experience, customs, fuel billings, ramp access, and related factors.
  - G. Check NOTAMS and FLIP to verify airport hours of operation.
  - H. Upon arrival, the aircraft Captain will be required to present two (2) copies of the arrival general declaration and one (1) copy of the departure general declaration.
  - I. A crew manifest and a passenger manifest must be available on request.
    - 1. These manifests should NOT include social security numbers, clearances or any other sensitive personal information.
  - J. Russian T-1, TS-1, and 100/130 AVGAS are the only fuels available, with TS-1 being the most common.
    - 1. Cited Russian fuels vary slightly from USAF specifications but have performed satisfactorily in the past and are used by airlines, including US commercial carriers, flying into Russia.
    - 2. Unless otherwise advised in the clearance request, AIRA will order TS-1 fuel in the quantity requested.
  - K. Potable water and wet and dry ice services are regularly available at Moscow and St Petersburg Airports with prior coordination.
    - 1. However, each flight should bring enough bottled water and ice for the entire stay.
    - 2. Outside Moscow, water and ice are not recommended for use and often are not available.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
- A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## Saudi Arabia

Note: Flight-planners are advised that, due to several issues internal to Saudi Arabia (security situation, Ramadan/Eid and restrictions due to COVID), some data posted herein may be out-of-date and continue to be in flux. Contact [USDAO Riyadh](#) for latest relevant flight-planning data until this entry can be more-formally updated, pending US Embassy-Host Nation resolution of current issues.

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

##### 1. LANDING:

- a. DoD commercial contract aircraft will NOT work directly with the Saudi civil aviation authorities.
- b. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Riyadh](#) via APACS.
- c. [USDAO Riyadh](#) sends a diplomatic note to the Ministry of Foreign Affairs (MFA).
- d. Once USDAO Riyadh submits request to MFA, [USDAO Riyadh](#) will update APACS with an FCR number, note that number. Provide the FCR to an authorized agent in order to pay landing fees.
- e. Authorized agent will direct to pay landing fees, GACA will issue permit via MFA system to [USDAO Riyadh](#).
- f. Note that the Saudi government routinely does not issue overflight or landing clearances in excess of 24 hours prior to the scheduled arrival into Saudi airspace.
- g. [USDAO Riyadh](#) will upload the reservation and clearance numbers to APACS as soon as they become available, but do not expect them to be available until one (1) day prior to the actual overflight/landing date.

##### 2. OVERFLIGHT:

- a. DoD Commercial contract air carriers under contract with USTRANSCOM must pay an overflight/navigation fee and obtain approval for OVERFLIGHTS directly from GACA, via an Authorized Agent.
- b. Submit OVERFLIGHT request in APACS, AFCENT FWD will pull information and send to Saudi Civil Aviation authorities (GACA) via e-mail for tracking purposes. Clearance will not be issued by AFCENT FWD ADLT Office, GACA will issue a clearance number directly to Authorized Agent. APACS is used to track Friendly Forces Overflying Saudi Arabia, no clearance number for Contracted aircraft will be issued via APACS.
- c. When overflight fees are paid, GACA will issue overflight clearance number directly to your Authorized Agent. Permit valid for calendar date of the flight plus (+) two (2) calendar days, in local time (Z + 3).

#### C. Hazardous Cargo Permit

1. DoD commercial contract aircraft will NOT work directly with the Saudi civil aviation authorities.



2. DoD Commercial contract air carriers under contract with USTRANSCOM must obtain approval for landings for aircraft carrying HAZMAT, through [USDAO Riyadh](#) via APACS.
3. For landing in Saudi Arabia, provide complete details in accordance with standards in, ICAO document DOC-9284-AN, and applicable international regulations. Note the HAZMAT items on the APACS request.
4. [USDAO Riyadh](#) will upload the reservation and clearance numbers to APACS as soon as they become available, but do not expect them to be available until one (1) day prior to the actual overflight/landing date.
5. Note the additional lead-time requirements as specified in Section II (below).
6. For overflying Saudi Arabia, indicate the transport of hazardous cargo on the ICAO flight plan when applying for permit with Authorized Agent.

## II. LEAD-TIME AND VALIDITY

- A. Lead-time: (These are minimum requirements and may double or triple during Ramadan and Hajj holiday seasons)
  1. 14 days for landings in Saudi Arabia.
  2. 5 days for overflights not in direct support of Operation Freedom's Sentinel (OFS) or Operation Inherent Resolve (OIR).
  3. For overflights in support of OFS/OIR:
    - a. 0400Z the day prior (48 hours preferred) for transport aircraft
- B. Permit valid for:
  1. Calendar date of the flight plus the following two (2) calendar days, in local time (Z + 3).
    - a. Changes of aircraft type, routing, or call sign may be possible but must be requested through either the [USDAO Riyadh](#) or [AFCENT-FWD](#).
    - b. Late changes/requests with little or no lead time may be difficult to clear or may be denied especially during Friday or Saturday (Saudi weekend).
  2. Call signs cannot be repeated until a current clearance for the same call sign expires.
  3. If the mission cannot be completed within the three (3)-day window, request an extension as soon as it is known that an extension will be required.
    - a. An extension may be difficult to obtain if the request is not received with at least 24 hours lead-time or if it has to be approved on Friday or Saturday (the Saudi weekend).

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. For landings in Saudi Arabia:
    - a. If landing with hazardous material or dangerous cargo, provide complete details in accordance with standards in ICAO document DOC-9284-AN, and applicable international regulations.
      - 1) Note the HAZMAT items on the APACS request.
      - 2) Note additional lead-time requirements as specified.

- b. Justification (i.e., support for OFS, US Embassy support flight, DV support, refueling, etc.).
      - 1) Note that "official business" is not an adequate justification and that [USDAO Riyadh](#) must be able to explain the purpose of the mission to the Saudi government.
      - 2) Failure to provide the purpose of the flight will cause delays in the approval process.
      - 3) If aircraft are supporting or participating in an exercise, this must be stated as the justification.
    - c. DV info to include name and title.
      - 1) If required for security reasons, DV information can be transmitted to [USDAO Riyadh](#) by separate correspondence.
    - d. Number of personnel.
    - e. Equipment, including serial numbers of weapons and type and amount of ammunition.
    - f. Call sign, date, route (ICAOs only), and aircraft type.
  - 2. For overflights:
    - a. If overflying with hazardous material or dangerous cargo, indicate the transport of hazardous cargo on the ICAO flight plan.
    - b. Call sign, date, route (ICAOs only), and aircraft type.
  - 3. Any message or fax sent to [USDAO Riyadh](#) or [AFCENT-FWD](#) requesting a Host Nation aircraft clearance should be followed up by a phone call during normal Saudi duty hours to confirm receipt.
    - a. Failure to confirm receipt could result in the clearance request not being submitted because it was never received.
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircrew must provide both a Saudi reservation number and a General Authority of Civil Aviation (GACA) clearance number to enter Saudi airspace.
- B. All aircraft will annotate their assigned diplomatic reservation number and a GACA clearance number in (other information) of the ICAO flight plan.
  - 1. Failure to properly annotate this information will result in denial or delay of entrance into Saudi airspace.
- C. Saudi government clearance does not waive the requirement for aircraft to make contact with Saudi Air Traffic Control before entering Saudi airspace.
  - 1. Aircraft must receive specific clearance to enter Saudi airspace from Saudi Air Traffic Control by radio or radio relay.
- D. Clearance for passengers: Host Nation Clearance to land in Saudi Arabia does not constitute clearance for DoD personnel to enter Saudi Arabia.
  - 1. All DoD personnel on board planning to disembark in Saudi Arabia require Country Clearance from [USMTM](#), an official/diplomatic passport, and valid visa.
  - 2. Planeside visas will not be issued to passengers.
- E. DoD commercial contract aircraft must coordinate aircraft services and payment directly with local fixed-base operators (FBO).
  - 1. [USDAO Riyadh](#) will not endorse or guarantee payment for those services.

- F. Aerial photography of any kind is prohibited.
- G. Photography of civilian or military airports and port facilities is prohibited.
- H. Aircraft granted overflight clearance should not land in Saudi Arabia except during an in-flight emergency.
  - 1. If a landing is made under these circumstances, the aircraft captain can expect to answer questions from host nation officials regarding the nature of the emergency and required repairs.
- I. Clearance requests will be denied for flights originating outside Saudi Arabia that plan to land at military bases for the sole purpose of refueling.
  - 1. Plan to use one (1) of the three (3) international airports (OEJN, OERK, or OEDF) for planned fuel stops.
- J. Strictly observe prohibited areas.
  - 1. When landing at Jeddah:
    - a. Avoid flying within a 15 nautical mile radius of the point 212600N/0394900E.
      - 1) This avoids overflying the holy city of Mecca.
    - b. Avoid the area bounded by the lines joining the following points:
      - 1) 243200N/0393700E, 242700N/0393700E, 242700N/0393000E, 243200N/0393000E, and 243200N/0393700E.
      - 2) This avoids overflying the holy city of Medina.
  - 2. When landing in Riyadh:
    - a. Avoid flying within two (2) nautical miles of the point 243903N/0463901E.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian:
  - 1. No information available.
- B. Military:
  - 1. No information available.

## Senegal

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM and using the CAMBER “CMB” call sign MUST obtain permissions and permits for overflights and landings, through USDAO Dakar via APACS before overflying Senegalese airspace.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM and using the CAMBER “CMB” call sign MUST obtain permissions and permits for overflights and landings, for aircraft carrying HAZMAT, through USDAO Dakar via APACS before overflying Senegalese airspace.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 14 days minimum.

#### B. Permit valid for:

1. 24 hours prior to or after original requested entry (Z time) into Senegalese airspace.
2. If the flight is greater than one (1) hour earlier or later than original requested entry then a phone call and e-mail is required to [USDAO Dakar](#) to update.
3. If the validity period is not met, then the clearance is no longer valid, and another APACS request must be submitted.

### III. CONTENT OF PERMIT REQUEST

#### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- a. Prior to arrival in Dakar, [USDAO Dakar](#) must be notified by voice, fax, or message of any inbound cargo for Dakar, Senegal, to ensure personnel are available to take possession. Provide POC for the cargo and ensure that the POC is present at the airport to meet cargo.
- b. Customs, immigration, and quarantine facilities are available 24 hours a day.
- c. Ground services at Dakar are provided by VIA OPS:
  1. Cell: 011-255-784-432-202 / 203 or 011-221-77654-4750 / 76-609-3650.
  2. E-mail: [ops@viaaviation.com](mailto:ops@viaaviation.com), including aircrew transport to and from hotel.
  3. Operates 24 hours a day.
  4. To ensure service, aircraft must arrive at the dates and times specified in the clearance request or notify VIA OPS of any change in the arrival time including aircrew transport to and from hotel by e-mailing [ops@viaaviation.com](mailto:ops@viaaviation.com) or calling the [USDAO Dakar](#).
- d. Aircrew will need to coordinate with Blaise Diagne International Airport (GOBD) for parking space assignment.

- e. APACS submitted with all of the required information will be processed. USDAO Dakar will send Diplomatic Notice to the Senegalese Minister of Foreign Affairs. Aircrew will receive e-mail notification once all coordination is complete.
  - f. US Embassy Dakar approved hotels:
    - 1. Hotel King Fahd: 011-221-338-69-6969
    - 2. Radisson Blu: 011-221-338-69-3333
    - 3. Pullman: 011-221-338-89-2222
    - 4. Terrou Bi: 011-221-338-39-9039
    - 5. Novotel: 011-221-33-849-6161
    - 6. Fleur De Lys (in Almadies): 011-221-33-869-8687
    - 7. Onomo Hotel (near airport): 011-221-33-869-0610
    - 8. La Residence La Corniche (across from Camp Mamelles/African Renaissance Monument): 011-221-33-868-2514
    - 9. Cara Mara Guest House (near Police School in Karak Section of Darak): 1-866-599-6674
  - g. All travelers staying at Radisson Blu are highly advised to stay off Corniche areas from the hours of 5:00 PM to 8:00 AM due to increase rate of robberies and petty crime.
  - h. The beach side is off limits during the hours of darkness for all pedestrian activities.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
- A. Civilian/Military: No information provided.

## Serbia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Belgrade](#).
2. USDAO Belgrade will then coordinate with the Serbian Ministry of Foreign Affairs (MFA).
3. Aircraft that land in, depart from, or overfly Kosovo must avoid over-flight of Serbia and Montenegro.
  - a. Diplomatic clearance will not be granted by those two (2) countries except on rare occasions.
  - b. Consult [USDAO Belgrade](#) directly with questions.
4. All flights performing missions on behalf of KFOR must coordinate for flight clearance into Serbia through your KFOR liaison person.
  - a. Do not submit a clearance request to USDAO Belgrade, but inform [USDAO Belgrade](#) of any assistance required at the airport or in-country by e-mail.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Belgrade](#).
2. USDAO Belgrade will then coordinate with the Serbian MFA.
3. See additional instructions in Section I.B. "One-time Permit" (above).

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Non-hazardous cargo – Seven (7) days.
2. Hazardous cargo – Ten (10) days.
3. Clearance approval normally occurs 12 hours prior to estimated arrival time into Serbian airspace. If not approved within this timeframe, call [USDAO Belgrade](#).

#### B. Permit valid for:

1. 72-hours from original requested entry (Z time) into Serbian airspace.
  - a. After this period, the clearance is no longer valid, and another request must be submitted through official channels.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. If known, include commercial equivalent to the aircraft type.
2. Full name of the aircraft Captain.
3. Route of flight:
  - a. Territory/FIR entry point (name or coordinates), date/time (Z).

- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name or coordinates), date/time (Z).
- 4. For all RONS and aircraft landings in which the crew departs airfield grounds, the clearance request must include the name, & passport number of all aircrew.
- 5. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. For all landings within the Serbia, notify USDAO Belgrade immediately of any delays.
- B. Notify [USDAO Belgrade](#) and Belgrade Air Route Traffic Control of all cancellations.
- C. To preclude delays in flight plan approval, conduct all flights on approved airways and corridors as depicted in enroute charts.
  - 1. Do not request other routes or fly them unless directed to do so by air traffic control.
- D. Refer to CAOC regulation 4.19 for NATO controlled airspace within the Balkan Joint Operation area. The website is <http://www.caoc5.nato.int>.
- E. Comply with the Serbia's aeronautical information publication and NOTAMs.
- F. Aerial photography is prohibited.
  - 1. No photographic equipment (except for personal cameras) can be installed or transported in aircraft entering the airspace of Serbia.
- G. Authorized airports:
  - 1. Belgrade/Beograd Nikola Tesla (LYBE) & Nis/Constantine The Great (LYNI)
  - 2. For use of Nis "Constantine" Airport (LYNI), please contact [USDAO Belgrade](#) for more information.
  - 3. Special permission is required to use other airports.
  - 4. Customs, immigration, and quarantine facilities are available during daylight hours on advance notice.
  - 5. Dry ice is not available at Belgrade Airport (LYBE).
- H. A vendor acts as the intermediary between the aircrew and the airport authority.
  - 1. Any ground service requests, landing times, payment of fees, etc. must be arranged with the vendor, who then submits a request to the airport authority.
  - 2. If it is not coordinated through a vendor, it will not be coordinated with the airport authority.
  - 3. The airport also accepts cash and major credit cards for payment of services.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. No information provided.
- B. Military
  - 1. No information provided.

## Singapore

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings to include aircraft carrying HAZMAT, through [USDAO Singapore](#).
2. The request is passed to ATC by Ministry of Defense (MOD) and Ministry of Foreign Affairs (MFA) who work in conjunction to approve or deny requests.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings to include aircraft carrying HAZMAT, through USDAO Singapore.
2. The request is passed to ATC by MOD and MFA who work in conjunction to approve or deny requests.
3. Overflights carrying HAZMAT or Class 1 Dangerous Cargo do not need to obtain additional permits.
4. Aircraft landing at the airbase must request clearance for this type of cargo with both MOD and MFA via the US Embassy.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 15 days for landing or overflight AIRCRAFT CLEARANCES. (Note: this lead-time is also mandatory for over flights.)
2. Transiting HAZMAT (non-explosive) cargo through WSAP requires 10 days lead-time to obtain a CARGO CLEARANCE.
3. Importing HAZMAT (non-explosive) cargo to WSAP requires 10 days lead time to obtain a CARGO CLEARANCE.
4. These items must be cleared: [List of Licensable Chemicals](#).
5. These items are exempt from clearance: [HAZMAT Exemption List](#).
  - a. Items not on the Licensable Chemicals list do NOT need to be cleared (for example, Class nine (9)).
6. Dangerous cargo (Class 1.x explosives) transiting/importing to WSAP requires 10 days to obtain a CARGO CLEARANCE.

#### B. Permit valid for:

1. Only one (1) hour prior to scheduled entry into the Singapore FIR, and +72 hours after the date and time requested.
2. Airlift aircraft arriving and departing Singapore normally require at least two (2) hours of ground time before departure.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.



1. Route of flight:

- a. Singapore Territorial Airspace/FIR entry point (name or coordinates), date/time (Z).
- b. Route of flight within Singapore Territory.
- c. Singapore Territorial Airspace/FIR exit point (name or coordinates), date/time (Z).
- d. For aircraft landing at Paya Lebar Airbase (WSAP), expect route of approach to be HOSBA-PU-WSAP, unless otherwise directed by ATC.
- e. For aircraft departing Paya Lebar Airbase (WSAP), expect route of departure to be WSAP-PU-HOSBA, unless otherwise directed by ATC.

2. Weapons and Explosives: Special customs permits are required to import and transit weapons or explosives into Singapore, provide the following information for flights landing in Singapore with weapons or explosives:

- a. Dates of arrival and departure (specify whether in local or Zulu time).
- b. Point of entry (e.g., Paya Lebar Air Base).
- c. Means of entry (e.g., call sign with mission number for aircraft).
- d. Purpose and place weapons will be used.
- e. Weapons: nomenclature and serial numbers.
- f. Ammunition: DoDAC, item, quantity.
- g. Explosives: Item/weight/cubes, net explosive weight and class.
- h. Statement that unexpended ammunition or explosives and all weapons will depart Singapore upon completion of exercise.

- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Contact Singapore Air Traffic Control upon entry into the FIR.
- B. Aircraft not equipped with an operational Automatic Dependent Surveillance Broadcast (ADS-B) will be required to descend below FL 290 on all airways in the Singapore FIR.
  - 1. Flight plan for fuel accordingly.
- C. Address flight plans and advisory messages to RSAF AIR OPS CENTRE (routing indicator RAMQAC).
- D. Aircraft equipped with sensory or photographic equipment (excluding personal cameras) must declare the equipment in the Aircraft Clearance request and obtain Singapore's approval prior to landing in Singapore.
- E. Delays requiring changes to the approved landing or departure times may be coordinated with [USDAO Singapore](#).
- F. Clearance with [USDAO Kuala Lumpur](#) (Malaysia) is required in advance for all flights requesting landing or departure in Singapore.
  - 1. Air traffic control may still vector aircraft into Malaysian national airspace due to weather or traffic--this does not constitute clearance to fly into Malaysian national airspace.
  - 2. All aircraft clearances for Malaysian FIR must be acquired from the [USDAO Kuala Lumpur](#).
- G. Clearance with [USDAO Jakarta](#) (Indonesia) is strongly recommended in advance for all flights requesting to overfly Indonesian Territory and related archipelagic sea lanes (ASLs) that lie within the Singapore FIR.

1. Air Traffic Control may still vector aircraft into Indonesian Territory due to weather or traffic--this does not constitute diplomatic clearance to fly into Indonesian Territory.
  2. Notify [USDAO Jakarta](#) prior to overflying Indonesian Territory--including use of related ASLs--within the Singapore FIR.
  3. All aircraft clearances for Indonesia must be acquired from the [USDAO Jakarta](#).
- H. By direction of the Republic of Singapore Air Force (RSAF) Air Operations Center (AOC), all aircraft landing at Paya Lebar Air Base (WSAP) are requested to arrive from the north via Papa Uniform (PU).
1. All aircraft must depart north to PU.
  2. Planners are advised to request this route of flight in the Aircraft Clearance request.
- I. Flights carrying weapons or explosives into Singapore should not indicate Singapore Changi Airport (WSSS) as the diversion airfield in the flight plan.
- J. File flight plans for flights within Singapore airspace at least one (1) hour prior to takeoff to ensure airspace clearance and timely coordination with neighboring countries.
1. File flight plans with the Singapore Aeronautical Information Service
    - a. Phone: 011-65-6541-2427
  2. Paya Lebar Air Base operations officer
    - a. Phone: 011-65-6381-3166 / 3222.
- K. Aircraft without clearance may not file for flights in airways crossing St. John's Island (navigation aid: SINJON, identifier SJ) or airways passing over Singapore's land territory.
1. ICAO acceptance of flight plan does not constitute diplomatic clearance. Aircraft without diplomatic clearance may file a point-to-point navigation leg off airways to avoid infringing Singapore's airspace over land.
  2. Flights without diplomatic clearance should be flown through the Singapore Strait on a path that avoids any island in the Strait.
  3. To preclude off-airways maneuvering, [USDAO Singapore](#) recommends that aircrew request clearance.
- L. Paya Lebar Air Base (WSAP) Operating hours are: 2300Z-1100Z, Monday through Friday and 2300Z-0500Z Saturdays.
1. Quiet hours at WSAP are 2300Z-0001Z, Monday-Saturday.
  2. Saturday arrivals at WSAP are discouraged, however, if required, they require prior coordination and approval from base officials.
  3. WSAP is closed Sundays and local holidays.
- M. Customs, immigration, and health inspection facilities are available at WSAP during operating hours. Coordinate with AMC representatives for these prior to arrival.
- N. No potable water available at Paya Lebar Air Base (WSAP).
- O. Paya Lebar Air Base (WSAP) tow operations for large airframe aircraft are performed by local contractors. 730 AMS/DET 2 has one (1) B-757 tow bar (P/N: TB-883) available.
1. Paya Lebar Air Base requires all other aircraft provide a tow bar regardless of scheduled ground time
- P. Hotel Reservations (HOTRES) for Aircrew:
1. [USDAO Singapore](#) does NOT make hotel reservations for aircrew.
  2. The Air Mobility Command (AMC) representative at Paya Lebar Air Base makes hotel reservations.

3. Contact the AMC representative regarding aircraft servicing and aircrew hotel/transportation, e-mail: [Francis.Muthu@centerragroup.com](mailto:Francis.Muthu@centerragroup.com) and [william.skelton@centerragroup.com](mailto:william.skelton@centerragroup.com) .
  - a. Phone: 011-65-9660-0043, 011-65-9862-5262, or 011-65-6381-3653.
4. If travelers need to change or cancel their reservation, travelers MUST make positive contact with the AMC representative as early as possible to avoid changes. Provide the following information:
  - a. First and last names of all aircrew members.
  - b. Credit card information (one (1) card is enough to hold all the rooms):
    - 1) Name of credit card holder
    - 2) Type of credit card.
    - 3) Credit card number.
    - 4) Credit card expiration date.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Changi International Airport (WSSS) **should not be used**.
  - a. Special clearance from [USDAO Singapore](#) required prior to use of Changi International Airport.

B. Military

1. DoD commercial contract aircraft under contract with USTRANSCOM should use Paya Lebar Air Base (WSAP) for all technical stops.
  - a. There is an Air Mobility Command (AMC) unit at Paya Lebar Air Base (WSAP) to assist with ground handling.
  - b. Landing fees are not charged at Paya Lebar Air Base.

## Slovakia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. For calendar year 2020 submit request in APACS for 17-REC/PER-20 clearance for all overflights using CMB call signs. All other call signs must obtain permission for overflights and landings through Slovak Civil Aviation channels.

#### B. One-time Permit

1. For calendar year 2020 submit request in APACS for one-time permit for landing using CMB call signs. All other call signs must obtain permission for overflights and landings through Slovak Civil Aviation channels.

#### C. Hazardous Cargo Permit

1. For calendar year 2020 Submit request in APACS for 17-REC/PER-20 clearance for all overflights using CMB call signs. All other call signs must obtain permission for overflights and landings through Slovak Civil Aviation channels. List the HAZMAT in the "Cargo" section of the request.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Minimum five (5) days needed to process the blanket permit request for overflight. Minimum 10 days need to process one-time clearance for landing.

#### B. Permit valid for:

1. Plus (+)/minus (-) 72 hours from the requested time of the flight.

### III. CONTENT OF PERMIT REQUEST

- A. Entry point, entry time, exit point, exit time, route of flight through the country, clearance number requested, purpose of the flight – operation supported. List the HAZMAT including onload and offload airport for each item in the "Cargo" section of the request. In the "Country Specific Information" field for each leg in the flight itinerary, provide information if there is HAZMAT on the particular leg of the flight. In case of no HAZMAT for all legs, state "NO HAZMAT" in the "Cargo" section of the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. See above.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. All airports in Slovakia may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM.

#### B. Military

1. No information provided.

## Slovenia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through [USDAO Ljubljana](#).
    - 2. The USDAO will then coordinate the request with the Ministry of Foreign Affairs, if and when required.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through [USDAO Ljubljana](#).
    - 2. The USDAO will then coordinate the request with the Ministry of Foreign Affairs, if and when required.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Seven (7) days for non-hazardous cargo.
    - 2. Ten (10) days for aircraft carrying hazardous cargo.
  - B. Permit valid for:
    - 1. Plus (+) 24 hours.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
    - 1. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Aerial photography is prohibited.
    - 1. No photographic equipment (except for personal cameras) may be installed or transported on aircraft.
  - B. Aircrew personal weapons with basic ammunition do not require clearance for aircraft overflights.
  - C. Report all cancellations to [USDAO Ljubljana](#).
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.

## South Africa

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through South African Civil Aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT (Hazardous Cargo), through South African Civil Aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. "Endemic" should be stated on flight plan if aircraft landed in an endemic area within the previous 14 days; otherwise "non-endemic."
  - B. Disinfect aircraft departing from or arriving at an airport in an area where transmission of malaria or other mosquito-borne disease is occurring or where insecticide-resistant mosquito vectors of disease are present.
    - 1. Disinsect the aircraft by an approved vapor disinsecting system carried out in flight.
  - C. Customs, immigration, and quarantine facilities are available 24 hours a day at Johannesburg/O.R. Tambo Intl Airport (FAOR) in Johannesburg (Formerly Jan Smuts).
  - D. Customs on request at Cape Town International (FACT,) Durban (FADN), and Waterkloof AB (FAWK).
    - 1. Schedule customs in advance for clearance at FAWK via USDAO Pretoria, including special requests specific to the aircraft mission, as transient (not based at Waterkloof AFB) South African customs personnel provide these services at Waterkloof AFB.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Any suitable civilian airports may be used as a technical stop or as a weather alternate for cargo and passenger missions under contract to USTRANSCOM provided they receive proper ATC clearances.
  - B. Military

1. Military airfields **will not** be used as a technical stop or weather alternate.

## Spain

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract aircraft are treated as military aircraft in Spain and as such they require a diplomatic clearance, which must be obtained from [ODC-Spain](#) via APACS. Only official DoD-sponsored flights desiring to land at Spanish airfields or transit Spanish airspace will be processed by [ODC-Spain](#).
2. Hazardous Cargo Permit. HAZMAT must be listed in the APACS request so that its transportation can be authorized and the appropriate diplomatic clearance can be issued.
3. Unless specifically authorized, US aircraft may not transport VIPs, HAZMAT, or passengers/cargo which might be controversial to Spain. Requests for flights of this nature require a minimum of seven (7) days lead time for processing.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Lead times shown are for working days. Extra time will be required for weekends, US holidays, or Spanish holidays.
2. Four (4) days: Overflights and landings.
3. Seven (7) days: HAZMAT, VIPs.

#### B. Permit valid for requested ETA minus (-) two (2) hours plus (+) 72 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. The following is required to be entered under the Country Specific Information field:

##### 1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name or coordinates), date/time (Z).

#### C. Under the Short Notice Justification field enter the reason for not meeting the lead time set by the FCG. Note that entering a comment here does not guarantee approval for short notice flight clearance.

#### D. All fields under the CARGO Tab must be filled in accordingly.

1. If not carrying DVs and/or HAZMAT enter N/A in that field.
2. When entering DV information be sure to include full name/rank/title.
3. Under the Hazardous Cargo field annotate the following:
  - a. Gross Weight in lbs/kgs -specify which is being used.
  - b. Net Explosive Weight (N.E.W.) in lbs/kgs (if applicable).
  - c. Class/DIV
4. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.



#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircraft clearance number and aircraft tail number are mandatory entry items in Block 18 (Remarks) of the ICAO flight plan for all aircraft entering Spanish airspace.
- B. **Flights between Spain and Gibraltar are prohibited.** Aircraft transiting the Strait of Gibraltar do not require diplomatic clearance if flying in international airspace.
- C. Call sign changes: Aircraft that need to change call signs while in Spain must coordinate the change through their APACS request, which must list the call signs to be used and the legs during which they will be used. Additionally, the crew needs to explain the same information in the remarks of their flight plans. (e.g. This aircraft entered Spain under call sign X as a contractor to the USG and is now departing under call sign Y as a commercial flight.) Call sign changes not coordinated through the APACS process will not be allowed. Expect a different clearance number for each call sign.
- D. Any changes to original diplomatic request must be processed and approved by [ODC-Spain](#).
  - 1. Spanish officials will not permit aircraft to depart under an inaccurate clearance. New clearances may take up to four (4) days to obtain.
- E. Commercial carriers supporting USTRANSCOM contract requirements should solicit the services of a contract representative (e.g. Louis Berger or Logistics Consultancy Spain) to facilitate installation access & logistics requirements at Rota NAS & Morón AB, Spain.
  - 1. Provide digital copies of INBOUND/OUTBOUND General Declarations that include crew member name, passport number, DOB and nationality to the contract representative 3-5 business days ahead of mission execution.
  - 2. INBOUND/OUTBOUND General Declarations will be forwarded to US & Spanish military authorities en route to immigrations officers for installation and country clearances.
  - 3. General border control procedures will remain in effect for third-country national crew members (non-US & EU Schengen Agreement countries) upon arrival.
- F. Logistical support is available through United Aviation Services.
  - 1. E-mail: [OPS@Unitedaviation.es](mailto:OPS@Unitedaviation.es).
  - 2. Phone: 011-34-91-393-6775 (24 hrs.).
  - 3. Fax: 011-34-91-393-6894.
  - 4. Include in the request the traveler's POC, ETA/ETD, type of aircraft, number of crew, hotel reservations, fuel, stairs, lav service, ice, dry ice, and security needs.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian aircraft operating under DoD contract/sponsorship
  - 1. Weather alternates:
    - a. Primary: NAS Rota (ICAO-LERT), Morón AB (ICAO-LEMO)
    - b. Alternate: Torrejon (ICAO- LETO), Zaragoza (ICAO-LEZG), Palma de Mallorca (ICAO- LEPA), or Gran Canaria (ICAO- GCLP)
    - c. Use of commercial airfields is **STRONGLY DISCOURAGED** due to heavy commercial traffic and significant service fees/delays.
    - d. Spain will not turn away aircraft experiencing in-flight emergencies with need to make an emergency landing.

- 1) However, the landings will be considered unauthorized and the aircraft will not be permitted to depart until an approval is obtained.
  - 2) Aircraft Captains must contact [ODC-Spain](#) to coordinate the appropriate departure clearances.
2. Commercial airfields in Spain may be used for technical stops for cargo and passenger missions under contract with USTRANSCOM provided the carrier obtains appropriate permissions, an approved permit through APACS, approved PPR, and the airport can accommodate the aircraft and the cargo/passengers.
- a. Use of commercial airfields is **STRONGLY DISCOURAGED** due to heavy commercial traffic and significant service fees/delays.

## St. Kitts & Nevis

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. None.
  - C. Hazardous Cargo Permit
    - 1. None.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. 14 business days prior to request.
  - B. Permit valid for:
    - 1. ETA requested only.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Robert L. Bradshaw International Airport (TKPK) is the only international airport in St. Kitts & Nevis. It may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## St. Lucia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM are granted blanket permission to overfly and land in St. Vincent & the Grenadines from 01 January through 31 December 2021.
  - B. One-time Permit
    - 1. xx/2021
  - C. Hazardous Cargo Permit
    - 1. xx/2021
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Landings and overflights with Blanket Permit: (1) one business week prior notification.
  - B. Permit valid for:
    - 1. See Blanket Permit procedures in Section I.A, above.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Hewanorra International Airport (TLPL) and the George F. L. Charles Airport (TLPC) are the airports in St. Lucia. The Hewanorra International Airport (TLPL) is the recommended technical stop or as the weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## St. Vincent & the Grenadines

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. DoD commercial contract aircraft under contract with USTRANSCOM are granted blanket permission to overfly and land in St. Vincent & the Grenadines from 01 January through 31 December 2021.
    - 2. xx/2021
  - B. One-time Permit
    - 1. xx/2021
  - C. Hazardous Cargo Permit
    - 1. xx/2021
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Landings and overflights with Blanket Permit: (1) one business week prior notification.
  - B. Permit valid for:
    - 1. See Blanket Permit procedures in Section I.A, above.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Not required.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The Argyle International Airport (TVSA) is the only international airport in St. Vincent and the Grenadines. It may be used as a technical stop or as a weather alternate for cargo and passenger missions of DoD commercial contract air carriers under contract with USTRANSCOM.
  - B. Military
    - 1. None.

## Sudan

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Khartoum](#).
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 15 days
    - 1. The government of Sudan rarely issues clearance numbers more than 48 hours prior to the requested date of entry into Sudan. Failure to meet the lead-time may result in clearance denial.
  - B. Permit valid for: Approved entry times plus (+) or minus (-) 72 hours.
    - 1. Adhere to approved ETA. [USDAO Khartoum](#) requires notification of any delays affecting ETA outside of this 72 hour window and any changes to route, aircraft, call sign, tail number, etc. that were not submitted as alternates with the original APACS request. Do not assume approval. All changes must be resubmitted to the government of Sudan for their approval.
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. The following is required to be entered under the Country Specific Information field or in paragraph six (6) or the Aircraft Clearance request message:
    - 1. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  - C. If the Aircraft Clearance Request is classified, use SIPRnet APACS and include paragraph markings and downgrade instructions to ensure timely processing.
  - D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. There are two (2) flight restrictions concerning flights to and from Israel. One is a Sudan restriction and other is an Israeli restriction:
    - 1. Commercial aircraft under contract to DoD on direct flights from Sudan to Israel and direct flights from Israel to Sudan are prohibited from departing, landing or overflying Sudan. An enroute technical stop (i.e., Jordan, Egypt, Cyprus, etc.) is required prior to transiting Sudan's airspace.
    - 2. In the unlikely event that an aircraft is permitted to file or fly directly from Sudan to Israel, advance approval from the government of Israel must be obtained through [USDAO Jerusalem](#). For further information see [FCG Israel entry II.A.3](#).

- B. Requests referencing Israel as points of origin, transit, or termination will be refused.
- C. VFR flights shall not be conducted at night (sunset to sunrise) nor above flight level 150 within advisory routes and flight level 200 in the FIR outside advisory routes.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. Khartoum (HSSS) is the only point of entry for commercial aircraft under contract to DoD
2. Special clearance is required to use Geneina/Geneina (HSGN), Kassala/Kassala (Hska), Al Fashir/Al Fashir (HSFS), and Port Sudan/Port Sudan (HSPN).
3. The [US Embassy Khartoum](#) has no relations with ground handling, aircraft servicing or fuel service providers outside of Khartoum Airport. Aircraft wishing to use other airfields are responsible for their own ground handling arrangements.
4. All flights must file flight plans manually at the tower. Electronically filed flight plans will not work for departure from airports in Sudan.
5. Aircraft landing in Sudan must provide five (5) copies of the General Declaration on arrival. Reproduction facilities are not available at airports.
6. Ground-handling, aircraft-servicing, and fuel charges must be paid in cash with US currency. Use only bills issued after 2006 with the larger presidential portraits and multi-colored backgrounds: Older bills will not be accepted. US sanctions against Sudan bar the use of credit cards of any kind.

B. Military

1. No information provided.

## Sweden

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial air carriers under contract with USTRANSCOM requesting to utilize the blanket permit MUST use a “CAMBER” call-sign and obtain permissions for overflights and landings through [USDAO Stockholm](#).
2. DoD commercial air carriers not using “CAMBER” call-sign must obtain permissions and permits for overflights and landings through Sweden’s civil aviation channels.
3. The Swedish Armed Forces have granted permanent permission for US state aircraft and DoD commercial contract air carriers under contract with USTRANSCOM. The blanket clearance is only valid for the following aircraft types:
  - a. B747, B757, B767, B777, and MD-11.
4. All blanket clearance requests for overflights and landings must be submitted, through [USDAO Stockholm](#) via APACS. [USDAO Stockholm](#) cannot accept faxed and e-mailed requests, which are unofficial, unreliable, and bypass other US Embassy offices that require notification.
5. Bornholm Island (Ronne Airport) in the Swedish FIR is a Danish island.
  - a. Clearance from [USDAO Copenhagen](#) is required for landings and overflights with hazardous cargo. Clearance is not required for overflights not carrying hazardous cargo.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM using aircraft types not included in the blanket clearance must request a one-time permit for overflights and landings, through [USDAO Stockholm](#) via APACS.
2. All clearance requests must be submitted in APACS. [USDAO Stockholm](#) cannot accept faxed and e-mailed requests, which are unofficial, unreliable, and bypass other US Embassy offices that require notification.
3. Bornholm Island (Ronne Airport) in the Swedish FIR is a Danish island.
  - a. Clearance from [USDAO Copenhagen](#) is required for landings and overflights with hazardous cargo. Clearance is not required for overflights not carrying hazardous cargo.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Stockholm](#) via APACS.
2. All clearance requests must be submitted in APACS. [USDAO Stockholm](#) cannot accept faxed and e-mailed requests, which are unofficial, unreliable, and bypass other US Embassy offices that require notification.
3. Bornholm Island (Ronne Airport) in the Swedish FIR is a Danish island.
  - a. Clearance from [USDAO Copenhagen](#) is required for landings and overflights with hazardous cargo. Clearance is not required for overflights not carrying hazardous cargo.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Five (5) Calendar days for most transport aircraft.



2. 20 Calendar days: If overflying or landing with hazardous cargo.
  3. 15 Calendar days: If landing at airports other than:
    - a. Stockholm/Arlanda Airport (ESSA)
    - b. Stockholm/Bromma Airport (ESSB)
  4. 20 Calendar days for fighters, trainers, and combat aircraft.
  5. Rescue, mercy, and evacuation flights can be cleared immediately by phone when coordinated through the [USDAO Stockholm](#) representative.
- B. Permit valid for:
1. Minus (-) 24 hrs before scheduled overflight/land time and remain valid up to plus (+) 48 hrs after scheduled overflight/land time.
  2. Contact [USDAO Stockholm](#) to verify the validity limit of the various changes that would normally require submission of an updated clearance request.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Type of aircraft.
  2. Call sign.
  3. Departure and destination airport.
  4. Purpose of flight.
  5. Granted permission number.
  6. Route of flight:
    - a. Territory/FIR entry point (name), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name), date/time (Z).
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All flights must enter, overfly, and depart on designated airways.
  1. Follow IFR flight rules.
  2. If it is not possible to fly by designated air routes, report the exact geographic coordinates of the entry and exit points.
- B. The Swedish serial number provided for overflight and/or landing approval contains six (6) figures preceded by the letter "S":
  1. The current year, a slash and four digits (e.g., S17 5818).
  2. The permission number must be inserted in the flight plan under item 18, preceded by RMK (e.g., RMK/PERM S17 5818).
- C. US Aircraft operating on "Swedish FIR/UIR portions of airways M/UM611 (KOLJA-SORLA), M/UM864, M/UM865, Z/UZ31, L/UL983, L/UL996 (ROE-GOSOT), L/UL621 (ROE-REDFI), M/UM736 (GESMA-SALLO)" will be outside Swedish territorial airspace (12 nm) and do not require and should not request Diplomatic clearance.
  1. However, aircrews must strictly adhere to course center-line to avoid penetrating Swedish territorial airspace north of the airways.

2. Aircraft flying through the Swedish FIR in international waters may be asked for a clearance number by Swedish air traffic controllers (ATC).
3. It is standard procedure for Swedish ATC to provide direct routing to aircraft flying through Swedish airspace; however a direct route may route the aircraft over Swedish land mass which requires a diplomatic clearance.
4. In this case aircrew should inform the Swedish ATC they do not have a diplomatic clearance and wish to proceed on the route of flight submitted in the flight plan.

D. Report all cancellations.

E. For inbound, outbound, or overflights transiting the Finnish FIR:

1. Finland has numerous islands in the Gulf of Finland and Gulf of Ostrobothnia.
2. All flights within this area must be carefully plotted to ensure diplomatic clearance is obtained if flying over Finland's territorial waters (within 12nm of Finland land mass including all archipelagic islands).
3. Flights using airway UL77/L77 that enter/exit the Finland FIR at point PETOT and exit/enter the Finland FIR at Point LUPET must obtain diplomatic overflight clearance from Finland as this route passes within Finland's recognized territorial sea.

F. Stockholm/Arlanda (ESSA) and Gothenborg/Landvetter (ESGG) are the preferred airports of entry.

1. Landings at other airports requires additional advanced coordination and approval by the [USDAO Stockholm](#).

G. Customs, immigration, and quarantine inspection are available 24 hours a day at ESSA, ESGG and Malmo Airport (ESMS).

H. Contact Information for ASE Handling at ESSA, ESSB and ESGG is:

1. ESSA (Arlanda) – Ops: 011-46-8-720-0022, Fax: 011-46-8-501-09600, ARNAAXH, VHF 131.925, e-mail: [arn@asehandling.com](mailto:arn@asehandling.com).
2. ESSB (Bromma) – Ops: 011-46-8566-19085, VHF 123.050, e-mail: [bma@asehandling.com](mailto:bma@asehandling.com).
3. ESGG (Gothenburg) – Ops: 011-46-3-142-2700, Fax: 011-46-3-174-59657, e-mail: [got@asehandling.com](mailto:got@asehandling.com).

I. Contact information for Grafair at ESSB and ESSA is:

1. ESSB (Bromma) – Ops: 011-46-8-98-2600, Fax: 011-46-8-98-2620, or e-mail: [grafair@grafair.se](mailto:grafair@grafair.se)

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

### A. Civilian

1. DoD commercial aircraft under contract with USTRANSCOM may use any commercial airport in Sweden for technical stops for cargo and passenger missions under contract with USTRANSCOM provided:
  - a. The airport can accommodate the aircraft and the cargo/passengers.
2. All commercial airports in Sweden may be used as weather alternates.

### B. Military

1. No information provided.

## Switzerland

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings, through Swiss civil aviation channels.

2. Request permits using the following procedures:

- a. Fax request to 011-41-31-325-8048
- b. Office Civil Aviation
- c. ATTN: Aircraft Registry
- d. Request Special Authorization to use air space
- e. Include the following documentation: Flight Permit, Insurance papers, Maintenance papers.
- f. To check the status of the request after 24 hours, call 011-41-31-325-6789 or 3006.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Swiss civil aviation channels.

2. Request permits using the following procedures:

- a. Fax request to 011-41-31-325-8048
- b. Office Civil Aviation
- c. ATTN: Aircraft Registry
- d. Request Special Authorization to use air space
- e. Include the following documentation: Flight Permit, Insurance papers, Maintenance papers.
- f. To check the status of your request after 24 hours, call 011-41-31-325-6789 or 3006

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Aircrews will adhere to Swiss Federal Air Clearance as granted. Any request for changes (i.e., entry/exit points, route of flight) must be cleared through Swiss federal air duty officer before takeoff or with appropriate Swiss air traffic agency while in flight.
- B. Neutral Switzerland is particularly sensitive to noise complaints, deviations from flight plans, and unauthorized flights over restricted military areas.
- C. Quiet hours (2200-0600) are strictly enforced at all Swiss airports.
  - 1. Prior coordination is required for aircraft operations during quiet hours, and the Swiss Government only grants permission for take-off and landing during those hours to heads of state.
- D. The preferred over flight route of Switzerland into northeastern Italy is:
  - 1. Trasadingen (TRA N4741.4 E0826.2)-UN850-ODINA (N4606.3 E0839.9).
- E. Changes to service, fuel, or support requirements should be provided at least 24 hours prior to arrival for coordination.
  - 1. If scheduled to arrive on a weekend, notification must be made on or before the last duty day of the week.
  - 2. Penalty fees may be charged for short notice cancellation of some requested services.
- F. Customs and immigration are available 24 hours daily at Geneva (LSGG) and Zurich (LSZH) and on request at other airports.
- G. Landing, hangar, and lighting fees are charged.
- H. Swiss airfields list their operating hours in the VFR Flight Guide (VFG). Consult chapter RAC 1-1 for information on individual airports.
  - 1. Bern/Belp (LSZB) airfield hours:
    - a. Monday through Friday 0700-2200L; Saturday 0700-time listed in the VFG, but at least until 1800L; Sunday 0800-2200L, though only landings are permitted after 2000L.
  - 2. Grenchen (LSZG) airfield hours:
    - a. Closed on 25-26 December and 1 January. Open from 0800L-the time listed in the VFG, but no later than 2100L.
  - 3. Neuchatel (LSGN) airfield hours:
    - a. Monday-Saturday 0730L-30 minutes before the time listed in the VFG; Sundays and Holidays 0900L-30 minutes before the time listed in VFG.
  - 4. St Moritz/Samedan (LSZS) airfield hours:
    - a. 0800L-the times listed in the VFG, but not later than 1900L.
  - 5. Sion (LSGS) airfield hours:
    - a. April through September 0700L-the time listed in the VFG, but no later than 2000L; October through March 0800L-through the time listed in VFG, but no later than 2000L.
  - 6. Zurich (LSZH) airfield hours: 0600-2200L.
    - a. All landings and takeoffs at Zurich airport are subject to coordination requirements.
  - 7. Geneva (LSGG) requires PPR for all aircraft flights.
    - a. Geneva cannot be used as an alternate airfield on weekends.
- I. Airfield and airport hours are set in stone, and no takeoffs or landings are ever allowed outside these posted hours.

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

### A. Civilian

1.No information provided.

B. Military

1.No information provided.

## Syria

**The US Embassy Damascus closed in February 2012 due to on-going civil strife. Aircraft overflights and landing clearances are not available from US Embassy.**

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through [USDAO Damascus](#) via APACS.
2. USDAO Damascus will then coordinate the request with Syria Ministry of Foreign Affairs (MFA).

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through [USDAO Damascus](#) via APACS.
2. USDAO Damascus will then coordinate the request with Syria Ministry of Foreign Affairs (MFA).

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 15 days for regular missions.
2. 10 days for special missions.
3. Five (5) days for emergency missions.
  - a. Emergency missions will only be approved if strong justification for the mission is provided in the request.

#### B. Permit valid for:

1. 24 hours after **originally** estimated entry time into Syrian airspace.
  - a. [USDAO Damascus](#) will need to obtain a new clearance number if the mission is to be delayed more than 24 hours.
  - b. Unless specifically requested, USDAO Damascus will not submit a new request to the Syrian MFA if subsequent APACS changes do not result in a delay of more than 24 hours.
  - c. Therefore, aircraft overflight clearance requesters should keep the original estimated time in mind when flights are delayed.
  - d. The 24 hour window will be based on the **originally** submitted entry time into Syrian airspace.
2. The Syrian government does not provide clearance approval until one (1) day prior to the flight. Work week is Sunday - Thursday.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

1. Route of flight:
    - a. Territory/FIR entry point (name or coordinates), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (name or coordinates), date/time (Z).
  2. Where the flight originated from.
  3. Destination (the next stop after exiting Syria).
  4. Other required fields in the APACS request:
    - a. Aircraft tail number.
    - b. Alternate tail number(s).
    - c. Aircraft call sign.
    - d. Purpose of flight.
    - e. Commander name.
    - f. Commander rank.
    - g. Number of Crew.
    - h. Number of Passengers.
    - i. Type and weight of load (enter into the appropriate field in the Cargo Tab).
- C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Clearance for direct flights to/from Israel will not be granted by the Syrian government. All such flights require a technical stop en-route before clearances will be granted to enter/leave Syrian airspace.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
1. No information provided.
- B. Military
1. No information provided.

## Taiwan

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights, through Taiwanese civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Taiwanese civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Report all deviations or delays to the appropriate agency.
  - B. Aircraft servicing at Songshan (RCSS) is provided by Taiwan Airport Service Company (TASCO) at commercial rates.
    - 1. Fuel is provided by the Chinese Petroleum Corporation (CPC).
    - 2. Other logistical support (i.e. crew transportation, hotel rooms, meals, etc.) must be paid for with personal/company credit cards or local currency.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military
    - 1. No information provided.



## Tajikistan

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights, through Tajik civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Tajik civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Contract aircraft, which per USG policy, retain their civil (vice state) status, should expect to pay all fees, to include landing, overflight, parking, etc. Therefore, plan on carrying sufficient cash to cover all expenses.
  - B. There is no permanent US presence at the airport in Dushanbe.
  - C. Only aircraft carrying passengers/cargo destined for offload or on load in Tajikistan may land in Tajikistan.
  - D. Due to parking space, security, and logistical limitations, aircraft should not plan for crew rest (RON).
  - E. The US Embassy Dushanbe is unable to arrange for aircraft security.
    - 1. Aircraft remaining over six (6) hours must provide their own aircraft security.
  - F. The following restrictions apply to Dushanbe International Airport: Aircraft weighing more than 225 tons must notify tower so that appropriate taxiways for the weight are utilized.
  - G. Dry ice is **NOT** available. A limited amount of wet ice is available if requested in advance.
  - H. Have two (2) signed copies of General Declaration, filled out for Tajik Customs and Immigration.
    - 1. Have one (1) signed copy of the departure flight plan for Navigation officials.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Dushanbe International Airport (UUTD) in Dushanbe, Tajikistan will NOT, repeat NOT, be used for a technical stop or weather alternate. Additionally, NO other airports in Tajikistan will be used for this purpose.

B. Military

1.No information provided.

## Tanzania

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights, through Tanzanian civil aviation channels.
2. DoD commercial contract aircraft landing in Tanzania for any reason must inform the [USDAO Dar es Salaam](#) and provide flight and mission information.
  1. Permits must still be obtained through Tanzanian civil aviation channels.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Tanzanian civil aviation channels.
2. DoD commercial contract aircraft landing in Tanzania for any reason must inform the [USDAO Dar es Salaam](#) and provide flight and mission information.
  1. Permits must still be obtained through Tanzanian civil aviation channels.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

- #### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- #### A. Low flying (below 1500 ft AGL) over national parks, national reserves, and game reserves is prohibited.
- #### B. Aircrew must provide copies of cargo and passenger manifests and a general declaration to the handling agent.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

#### A. Civilian

1. Dar es Salaam (HTDA) in Dar es Salaam, Tanzania may be used as a technical stop for cargo or as a weather alternate for missions under contract with USTRANSCOM.

#### B. Military

1. No information provided.

## Thailand

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through The Civil Aviation Authority of Thailand (CAAT).

2. Commercial contract carriers must submit an APACS request for all landings in Thailand. Commercial carrier must still obtain all necessary permits and permissions through the Civil Aviation Authority of Thailand (CAAT). Mission planners and/or contract carriers must coordinate with JUSMAGTHAI Joint Operations prior to submitting CAAT requests. Contact:

- a. [JUSMAGTHAI Joint Operations](#)
- b. Air Mobility Command representative in Bangkok at [amcbangkok.th@jusmagthai.org](mailto:amcbangkok.th@jusmagthai.org), [KlaicharoenA@state.gov](mailto:KlaicharoenA@state.gov)
- c. AMC representative at Utapao at [733ams.vtbu@us.af.mil](mailto:733ams.vtbu@us.af.mil)

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying Hazardous or Dangerous Cargo (DG), through The Civil Aviation Authority of Thailand (CAAT).

2. If the aircraft is carrying dangerous goods, crew must maintain and present the proper dangerous goods certification documents from their respective aviation authority.

3. Commercial contract carriers must submit an APACS request for all landings in Thailand. Commercial carrier must still obtain all necessary permits and permissions through the Civil Aviation Authority of Thailand (CAAT). Mission planners and/or contract carriers must coordinate with JUSMAGTHAI Joint Operations prior to submitting CAAT requests. Contact:

- a. [JUSMAGTHAI Joint Operations](#)
- b. Air Mobility Command representative in Bangkok at: [amcbangkok.th@jusmagthai.org](mailto:amcbangkok.th@jusmagthai.org), [KlaicharoenA@state.gov](mailto:KlaicharoenA@state.gov)
- c. AMC representative at Utapao at: [733ams.vtbu@us.af.mil](mailto:733ams.vtbu@us.af.mil)

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

- A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Utapao/Pattaya International (VTBU) is the primary US transit location for Thailand.

1. In Utapao: There is a US civilian contractor who is normally able to meet aircraft upon arrival and assist in refueling and servicing.
2. Contact can be made through the AMC Representative at Utapao.
- B. Bangkok/Don Mueang RTAB (VTBD) NOTE for VTBD: For all flag officers or aircraft with official business in Bangkok.
  1. Large aircraft require prior coordination.
  2. Aircraft cannot RON and service is only provided during the work week from 0800L-1500L.
  3. All aircraft must coordinate with the AMC Representative at Bangkok for base/ramp access and ground support.
- C. HQ AMC-directed channel missions that are delivering cargo in support of US Embassy Bangkok, JUSMAGTHAI, and local APO are authorized to request RON at Bangkok (these requests are subject to change based on available ramp space).
- D. Phuket/Phuket International Airport (VTSP). Phuket is a civilian airport.
  1. Aircrew are responsible to coordinate all landings with the airport authority five (5) days prior to the flight.
- E. Night flying on the Thai-Cambodian and Thai-Laotian Borders:
  1. Night flying is prohibited below 8000 feet MSL within the area bounded as follows: Straight lines joining points 14-24N/104-52E on Thai-Cambodian border, 15-49N/104-09E, 16-44N/102-52E, 17-27N/101-09E on Thai-Laotian border, thence eastward along the Thai-Laotian border to the starting point.
- F. In-country flights:
  1. The Thai Government requires flight plans be filed with the local tower prior to departure on each leg of all in-country flights.
    - a. Deviations from the flight plan are authorized only for declared emergencies.
    - b. Standard airways and altitudes must be used at all times unless previously cleared by Thai authorities. Ensure compliance.
  2. Aircraft desiring to transit or operate at any Royal Thai Air Force (RTAF) base other than Utapao must coordinate with JUSMAGTHAI Joint Operations at [jusmagthai@state.gov](mailto:jusmagthai@state.gov) and courtesy copy [USDAO Bangkok](#) to obtain RTAF authorization for airfield use.
    - a. Mark e-mail "Attention: Joint Operations, call-sign, exercise name."
    - b. Allow 30 days for authorization coordination prior to submitting an APACS request.
    - c. Once coordination is approved, follow the normal air clearance lead-time for one-time flights (15-calendar days).
    - d. All such destinations must be listed in the Aircraft Clearance request.
- G. Flights originating in Thailand, exiting the Thai FIR, and returning to Thailand require clearance from the Thai Government.
- H. No flight itinerary will start or end in Thailand. All flights will originate and end outside of Thailand.

## V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

### A. Civilian

1. Utapao International Airport (VTBU) may be used as a technical stop or as a weather alternate for cargo and passengers missions under contract with USTRANSCOM.

B. Military

1.No information provided.

## Timor-Leste (East Timor)

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. The government of Timor-Leste does not grant blanket permits. However, permits for multiple day stops inside Timor-Leste may be filed under the same permit.

#### B. One-time Permit

1. Aircraft requesting to land in, or overfly Timor-Leste airspace, require permission from the Government of Timor-Leste. This includes airspace overlaying Timor-Leste territorial waters that fall under the control of Timorese Airspace. Entry into Timorese airspace within the Timorese FIR will not be permitted without a permit from the Government of Timor-Leste. Coordination for the permit will be accomplished through [ODC Dili](#).
2. In accordance with Chapter four (4) of the General Planning Flight Information Publication, the approved permit number must be included in the remarks section of the DD-1801 International flight plan. Note: For formation flights each aircraft will have its own permit number, which should be listed on the DD-1801.
3. Confirmed permit is required for photographic missions and aircraft carrying photographic equipment over any portion of Timor-Leste.
4. Permit numbers are normally issued no earlier than 24 hours prior to mission execution. Include the permit number in the remarks section of the flight plan.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. 20 days minimum.
2. Lead-time requirements are only waived for emergency MEDEVAC air rescues.
3. The government of Timor-Leste has no procedures for obtaining short-notice flight permits after duty hours.
4. Routine requests that fail to meet lead-time requirements will be processed on a case-by-case basis.

#### B. Permit valid for:

1. The original ETA plus (+) 72 hours. Earlier arrivals/departures are not permitted and will require a permit amendment.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#) or if classified, <https://apacs.milcloud.smil.mil/apacs>.
- B. Country-specific information for inclusion in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Route of flight
    1. Territory/FIR entry point (name or coordinates), date/time (Z).
    2. Route of flight within territory or FIR of country.
    3. Territory/FIR exit point (name or coordinates), date/time (Z).

2. Requests must be completely filled out. Do not use "TBD"; instead, fill in the requests with "best-guess" information that can be updated. For example, if the exact aircraft tail number is not known at the time of submission, requestors may enter as many as ten (10) possible aircraft tail numbers. This affords the requestors flexibility in submitting requests in accordance with the required timeline.
  3. Formation flight submissions must include the call signs of all aircraft, tail numbers, aircraft variants and crew information. Each aircraft will receive an individual permit, which should be annotated on the DD-1801.
  4. Requests for support (e.g., ground services, transportation, etc.) must include fund cite. All desired aircrew and aircraft support must be listed in the aircraft permit request. Be advised that ODC Dili staff do not make lodging reservations, but can provide recommendations. All reservations should be made a minimum of two (2) weeks prior to arrival to ensure vacancy. Once reservations have been made, all details should be forwarded to ODC Dili.
  5. DV aircraft that require special servicing and security requirements must notify ODC Dili as soon as possible to ensure proper coordination.
  6. See Section I.A, above for full guidance on passport requirements. APACS is NOT monitored 24/7. Contact [ODC Dili](#) for changes to the original request.
- D. DD-1801's must be completed with identical information contained in the flight approval.
  - E. All aircraft landing in Timor-Leste must provide the following information in APACS. Note: ODC Dili will not submit flight permit requests to the host nation without the following information:
  - F. Crew member information (full names and ranks).
    - a. Passenger name(s).
    - b. Mission Purpose and US Embassy Dili POC.
    - c. HAZMAT information, if applicable.
    - d. FBO selection and kind of services (must include company's name and service dates/times).
  - G. If the Aircraft Permit Request is classified, use SIPR APACS and include paragraph markings and downgrade instructions to ensure timely processing. Additionally, send an e-mail to ODC Dili. Be advised that the staff e-mail address includes both ODC Dili staff (US and Timorese).
  - H. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for permit request template and contact the permit approver directly for instructions on how to transmit the request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. ODC Dili must receive an accurate crew manifest and assigned aircraft tail number at least 24-hours prior to the permit approved ETA. This will permit the ODC Dili to effectively coordinate with the government of Timor-Leste and ensure a smooth arrival/departure.
- B. All changes to or cancellation of approved permits must be communicated with ODC Dili.
- C. See DoD FLIP Planning, Special Use Airspace.
- D. Send revisions of permit requests by e-mail to ODC Dili.
- E. Route changes within Timorese airspace require a new confirmed permit.



- F. Report any changes to [ODC Dili](#) as soon as possible, including changes in arrival and departure dates or times; use of alternate aircraft type; and changes in serial number and crew or passenger names.
- G. Report cancellations to [ODC Dili](#).

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Enter and depart.  
Dili /Presidente Nicolau Lobato Intl (Formerly Comoro)/Komoro (WPDL)
- B. Additional airport information.
  - 1. Unit mission planners and/or aircrews should refer to the Defense Logistics Agency (DLA) Energy AIR Card System website (Agree with the “Usage Alert” statement by clicking “I agree”; then click on the “FBO Locator” menu on the upper right-hand side of the webpage) for available fuel contract merchants who accept the AIR Card for fuel and/or ground services. Every effort will be made to purchase fuel from the designated contract merchants. Any local merchant that accepts the AIR Card may be used for ground-handling services. Aircrews experiencing long delays for fuel delivery negatively affecting the mission and/or unsatisfactory services from contracted merchants, should report each occurrence to Customer-Support@aircardsys.com. For immediate assistance while on the ground, call the 24-hour phone number 1-866-308-3811.
  - 2. Airport operating hours: 0700 - 1700 Local (2200Z - 0800Z). US Embassy and OSC aircraft support hours of operation: 0800 – 1700 Local (2300Z - 0800Z).
  - 3. Minimum ground time: 40 minutes.
  - 4. Long term parking is available at Denpasar, Kupang, and Darwin.
  - 5. A tow bar for B319/320, B373, B737-200 and B737-400 are available. Operators of other aircraft must bring their own tow bars.
  - 6. GPU available.
  - 7. Operators must make own arrangements for fuel and ground handling.
  - 8. Fueling: Make prior arrangements for aviation gas (AVGAS) with ETO Lda.  
Contact Operations Manager, Anthony Chan via phone: 011-670-332-2588 or via e-mail: [Anthony.Chan@eto.tl](mailto:Anthony.Chan@eto.tl).
  - 9. Aircraft security provided by airport security and the Timor-Leste National Police (PNTL).
  - 10. Overnight aircraft layovers are strongly discouraged due to lack of adequate security measures outside of airport operating hours.

## Tunisia

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights, through Tunisian civil aviation channels.
2. Generally, [USDAO Tunis](#) cannot work clearances for DoD commercial contract aircraft.
  - a. Exceptions are on a case-by-case basis and require advance notification and coordination with [USDAO Tunis](#).
  - b. Short notice clearance for contract aircraft is not obtainable.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Tunisian civil aviation channels.
2. Generally, [USDAO Tunis](#) cannot work clearances for DoD commercial contract aircraft.
  - a. Exceptions are on a case-by-case basis and require advance notification and coordination with [USDAO Tunis](#).
  - b. Short notice clearance for contract aircraft is not obtainable.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.

### III. CONTENT OF PERMIT REQUEST

- #### A. No information provided.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. All flight plans that fail to meet requirements will be automatically rejected by the Regional Control Center and clearance authorization will be canceled
- B. File flight plans 24 hours in advance, or before entering Tunisian FIR at the latest.
  1. For flights with short ground times, flights plans for departure should be filed in advance of arrival.
- C. Police and customs services are available at all airports.
  1. At times, services must be requested in advance.
- D. Tunis/Carthage Int'l Airport (DTTA) does not stock Avgas.
  1. Coordination is necessary to determine availability of Avgas during proposed visit
- E. Due to the persistent threat by violent extremists against US personnel, Tunisia is not an authorized Remain Overnight (RON) location.

- F. Aircrews must have three (3) copies of crew and passengers manifests to provide on request to Tunisian officials.
  - G. For all ground handling requests, methods of payment accepted to cover any ground servicing fees, lavatory, trash, ice, air stairs, handling/marshalling, etc. are AMEX, Visa, Cash (USD), or pre-arranged payment only.
    - 1. Units should be prepared to settle the bill with ground service handling companies prior to departure.
    - 2. Ensure that enough cash is on hand to settle all bills.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
- A. Civilian
    - 1. Carthage International Airport (DTTA) in Tunis, Tunisia is the ONLY airport in Tunisia that may be used as a technical stop or as a weather alternate for cargo missions under contract to USTRANSCOM.
      - a. DTTA **will not** be used as a technical stop or weather alternate for passenger missions.
  - B. Military
    - 1. No information provided.

## Turkey

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. DoD commercial contract aircraft under contract with USTRANSCOM requesting to utilize blanket permit MUST use a “CAMBER” call-sign (ICAO: CMB) and obtain permissions for overflights and landings through [USDAO Ankara](#) via APACS.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM not authorized to use a blanket clearance must request a one-time permit for overflights and landings, through [USDAO Ankara](#) via APACS.
2. Civilian contracted flights, not designated as a state aircraft, require a civilian clearance number through Turkey civil aviation channels. Refer to [Directorate General of Civil Aviation website](#) for further information.

#### C. Hazardous Cargo Permit

1. No information provided.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Nine (9) calendar days.

#### B. Permit valid for:

1. Estimated time of arrival at Turkish FIR plus (+) 48 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS:

1. Airfield prior to entry to Turkish airspace with date/time (Z).
2. Territory/FIR entry point with date/time (Z). (Entry Point name – five (5) alpha character name: e.g., NEGEM, ADORU, RIXEN, etc.)
3. Destination airfield in Turkey (if any) with date/time (Z) of arrival and departure.
4. Alternate airfield required for all missions.
5. Territory/FIR exit point with date/time (Z). (Exit Point name – five (5) alpha character name: e.g., NEGEM, ADORU, RIXEN, etc.)
6. Destination airfield after leaving Turkish airspace with date/time (Z).
7. Number of passengers and nationality (required for entry, provide best estimate of maximum number).
8. Cargo list and general description of cargo (required for entry, provide general type of cargo and destination (e.g., consumables for Incirlik AB and sonar buoys for Exercise EAST MED, etc.). The statement “multiple commodity codes” or similar for cargo will not be accepted.
9. DV missions require full name, rank, title, and command name. DV codes will not be accepted. If unit desires to send information separately for security precautions, they may; however, the request will not be processed until all information is received.

- a. DV's are Active Duty military O-7 (or equivalent) and above. Retired military or Active Duty military O-6 (or equivalent) and below are not considered a DV and will not get a short notice clearance, not processed as a DV, nor will the request be processed on the weekend.
- b. All aircraft permit requests are sent to Turkish authorities via unclassified fax. Send flight and DV information via APACS or unclassified e-mail. If DV schedules are classified, send only the DV information via SIPRNet e-mail; however, include the statement "USDAO Ankara is authorized to share DV information for the purpose of obtaining permits".

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. No information provided.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian

- 1. All commercial airports in Turkey may be used for technical stops for cargo and passenger missions under contract to USTRANSCOM provided the carrier obtains appropriate permissions and PPR and the airport can accommodate the aircraft and cargo/passengers.
- 2. All commercial airports in Turkey may be used as weather alternates.

- B. Military

- 1. No information provided.

## Turkmenistan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflight and landings through Turkmen civil aviation channels.
2. NOTE: [USDAO Ashgabat](#) cannot request aircraft clearances for DoD commercial contract aircraft unless they are carrying HAZMAT.
3. Turkmenistan CAA points of contact:
  - a. ATTN: Turkmenistan Civil Aviation Service
  - b. Flight Dispatch Service
  - c. COMM: 011-993-12-23-13-52
  - d. FAX: 011-993-12-23-13-52
4. Contact [USDAO Ashgabat](#), only if carrier is unable to reach CAA, aircraft carries hazardous cargo, or in an emergency.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflight and landings for aircraft carrying HAZMAT, through [USDAO Ashgabat](#) via APACS.
2. NOTE: Aircraft are prohibited from carrying ammunition, weapons, or other lethal cargo.

### II. LEAD-TIME AND VALIDITY (for APACS requests only)

#### A. Lead-time:

1. 35 days (25 working days) for military aircraft carrying HAZMAT.
  - a. NOTE: Aircraft are prohibited from transporting ammunition, weapons, and other lethal cargo.

#### B. Permit valid for:

1. ETA plus (+) 96 hours.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

##### 1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
- b. Route of flight within territory or FIR of country.
- c. Territory/FIR exit point (name or coordinates), date/time (Z).

#### C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

A. Operational requirements for US aircraft overflying Turkmenistan.

1. Minimum altitude at FIR RANAH is flight level 240 (FL240).
  - a. This is necessary for flight safety reasons.
  - b. Radio communications requirement with Turkmenabat ATC remains in effect.
2. Flight levels at POGON, RAPTA, and LEMOD are unrestricted.
  - a. Aircraft flying heavy may transit these locations at lower flight levels.
3. Aircraft entering or exiting Turkmenistan at RODAR or DUKAN may fly unrestricted below FL290 at all times.
  - a. (This revises the flight level restriction at RODAR and DUKAN between 2200Z and 0230Z daily, which was FL240).
4. All overflying aircraft, including aircraft transiting under the restricted blanket overflight and landing agreement, must file a flight plan with FIRs Turkmenabat, Ashgabat, and Turkmenbashy. AFTN addresses are as follows:
  - a. UTAAZRZX Ashgabat
  - b. UTAQZRZX Turkmenabat
  - c. UTAKZRZX Turkmenbashy
5. Aircraft overflying Turkmenistan must establish radio contact with air traffic control 10 minutes before entering FIR (see above) and maintain contact at all times.

B. Ashgabat Airport (UTAA) is the main airfield and only recommended airport for all landings.

C. Ashgabat Airport is undergoing major renovation with limited tarmac space and local commercial airlines have priority.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian

1. The following airport in Turkmenistan may be used as a technical stop or as a weather alternate **ONLY for cargo** missions under contract with USTRANSCOM.
  - a. Ashgabat Airport (UTAA) in Ashgabat, Turkmenistan.

B. Military

1. None.

## Turks & Caicos

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through the [ODC Nassau](#), US Embassy, The Bahamas via APACS.
    - 2. DoD commercial contract aircraft should follow the same procedures as DoD aircraft.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through the [ODC Nassau](#), US Embassy, The Bahamas via APACS.
    - 2. DoD commercial contract aircraft should follow the same procedures as DoD aircraft.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. Seven (7) days.
    - 2. Short notice clearances are available under special circumstances
  - B. Permit valid for:
    - 1. ETA plus (+) or minus (-) 72 hours
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Country-specific information for inclusion in the “Country Specific Information” field on the “Itinerary” tab in APACS: None
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Notify the airport manager 24 hours prior to arrival.
    - 1. Grand Turk airport manager: 809-946-2801, ext 128
    - 2. Providenciales Intl airport manager: 809-946-4420; Tower: 809-946-4378
    - 3. South Caicos tower: 809-946-3226
  - B. Declare all weapons carried on board, in the clearance request.
    - 1. Personal weapons must be secured in metal box on board aircraft or arrangements made with local police for storage at the police armory.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. No information provided.
  - B. Military



1.No information provided.

## Uganda

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRASCOM must obtain permission for overflights and landings through Ugandan civil aviation channels.
    - 2. The DoD commercial contract air carriers will work directly with the Ugandan civil aviation authorities unless a VIP is on board, then [US Embassy Kampala](#) will coordinate permit with the Ministry of Foreign Affairs.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRASCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Ugandan civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time: 16 days.
  - B. Permit valid for: ETA plus (+) or minus (-) 72 hours
- III. CONTENT OF PERMIT REQUEST
  - A. Prepare and submit the permit request automatically via [APACS](#).
  - B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
    - 1. Route of flight:
      - a. Territory/FIR entry point (name or coordinates), date/time (Z).
      - b. Route of flight within territory or FIR of country.
      - c. Territory/FIR exit point (name or coordinates), date/time (Z)
    - 2. Crew information (additional):
      - a. Number of crew (list all names of crew members if hotel reservations are requested).
      - b. Nationality of any non-US crew member.
      - c. Aircraft commander's name and rank.
  - C. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Consult NOTAMs to ensure compliance with all entry requirements.
  - B. At Entebbe/Entebbe International Airport (HUEN):
    - 1. Jet A1 fuel is available.
    - 2. Dry ice is not available.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian:

1. No information provided.

B. Military:

1.No information provided.

## Ukraine

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRASCOM must obtain permission for overflights and landings through Ukrainian civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRASCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT, through Ukrainian civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. When passing transition altitude on approach to Ukrainian airports, be sure to clarify whether the altimeter settings given are QFE or QNH.
    - 1. Many Ukrainian controllers still use the QFE settings standard in Russia.
  - B. Flights must use only designated international air routes and operate only to or from designated international airports unless Ukrainian authorities specifically direct them to use an alternate route.
  - C. Flights that enter/exit at the following points are in international airspace and do not require a diplomatic aircraft clearance from the government of Ukraine:
    - 1. KUGOS – ADINA; TALAM – SOBLO; and INKOM – SOBLO.
  - D. For planning purposes, no Ukrainian airport operates 24 hours a day, 7 days a week.
  - E. Aircraft must clear customs both upon entry and prior to departure. Customs inspection is not available 24 hours a day even at international airports.
  - F. Only wet ice is available in Ukraine.
    - 1. Tap water is not potable. Aircrews should carry bottled water for use on the aircraft.
  - G. Equipment such as forklifts or K-loaders are not typically available from the airports in Ukraine. They can be contracted via [USDAO Kyiv](#) if request has five (5) working days notice.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian

1. Boryspil International Airport (UKBB) in Kiev, Ukraine will NOT, repeat NOT, be used for a technical stop or weather alternate. Additionally, NO other airport in Ukraine is authorized for this use.
- B. Military
  - 1.No information provided.

## United Arab Emirates

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings, through the [USDAO Abu Dhabi](#) via APACS.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights and landings for aircraft carrying HAZMAT, through the [USDAO Abu Dhabi](#) via APACS.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. Seven (7) days for aircraft not carrying HAZMAT.
2. Ten (10) days for aircraft carrying HAZMAT.

#### B. Permit valid for:

1. Plus (+) 72 hours after arrival date and time.
  - a. Any overflight or landing prior to the authorized date and time requires a new Aircraft Clearance Request.
2. Note that all clearance dates and times are Z, not local.

### III. CONTENT OF PERMIT REQUEST

#### A. Prepare and submit the permit request automatically via [APACS](#).

#### B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.

##### 1. Route of flight:

- a. Territory/FIR entry point (name or coordinates), date/time (Z).
- b. Territory/FIR exit point (name or coordinates), date/time (Z).

#### C. For Hazardous Class 1 requests include following information in the APACS request or upload this [Hazardous Cargo Form](#) in the cargo section of the APACS request or e-mail it to [USDAO Abu Dhabi](#). Here is an example of a [completed Hazardous Cargo Form](#).

1. Dangerous Materials Type / Proper Shipping Name
2. Caliber (if available)
3. Technical Validation / Expiry Date (if applicable)
4. Size (weight) / N.E.W.
5. Quantity
6. UN Number
7. The LOT Number and Year of Manufacture (if available)

#### D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Contact USDAO Abu Dhabi for specific restrictions pertaining to use of civilian airports.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. The following airports in the United Arab Emirates may be used as a technical stop or as a weather alternate **ONLY for cargo** missions under contract to USTRANSCOM:
      - a. Fujairah – Fujairah International Airport (OMJF)
      - b. Dubai – Jebel Ali Al Maktoum International Airport (OMDW)
      - c. Sharjah – Sharjah International Airport (OMSJ)
      - d. Al Ain – Al Ain International Airport (OMAL)
  - B. Military
    - 1. Al Dhafra Air Base (OMAM) may be used as a weather alternate for cargo missions, including Class 1 HAZMAT.

## United Kingdom

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through United Kingdom civil aviation channels.
2. DoD commercial contract aircraft, when landing at a UK military airfield, must submit a completed Request for Flight Clearance Aircraft Form (see [Section II.A](#) in the United Kingdom entry of the DoD FCG for the form), including details of all hazardous material (to include Forbidden Goods) and Munitions of War by e-mailing the form to [USDAO London](#).

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT through United Kingdom civil aviation channels.
2. DoD commercial contract aircraft, when landing at a UK military airfield, must submit a completed Request for Flight Clearance Aircraft Form (see [Section II.A](#) in the United Kingdom entry of the DoD FCG for the form), including details of all hazardous material (to include Forbidden Goods) and Munitions of War by e-mailing the form to [USDAO London](#).
3. For dangerous goods, whether or not forbidden (in accordance with civilian regulations), the operator requires approval in order to carry dangerous good to, from, within or through the UK, including UK airspace for overflight.
4. If dangerous goods fall within the category of Forbidden Dangerous Goods, in accordance with civilian regulations (a full definition of goods is details in ICAO Technical Instructions, Document 9284), the operator also requires the Civil Aviation Authority's specific exemption in order to carry them to, from, within or through the UK.
  - a. There are no exceptions to this requirement.
5. If cargo is deemed to be Munitions of War, the operator needs to obtain permission from the UK Civil Aviation Authority for their carriage, whether or not the cargo is classed as dangerous goods.
  - a. There are no exceptions to this.
  - b. Munitions of War are defined as any weapon or ammunition; any article containing explosive, noxious liquid or gas, or any other item designed or made for use in warfare or against persons, including parts, components or accessories, for such weapon, ammunition or article.

### II. LEAD-TIME AND VALIDITY

#### A. Lead-time:

1. No information provided.

#### B. Permit valid for:

1. No information provided.



### III. CONTENT OF PERMIT REQUEST

- A. Review operating permit information at:
  - 1. <http://www.caa.co.uk/default.aspx?catid=148&pagetype=90&pageid=13220>
  - 2. and <https://www.gov.uk/government/publications/aviation-permits>
  - 3. or contact [airlineoperatingpermits@dft.gsi.gov.uk](mailto:airlineoperatingpermits@dft.gsi.gov.uk).
- B. Application forms for carriage of dangerous goods, including forbidden goods, and munitions of war can be found at:
  - 1. <http://www.caa.co.uk/default.aspx?catid=2382&pageid=13140>

### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. The Civil Aviation Authority regulations apply to civilian registered aircraft whether or not they are operating on behalf of the military, and whether or not operating to and from a civilian or military airfield.
- B. Commercial aircraft carrying forbidden goods landing at UK military airfields require authorization by the Secretary of State for Transport as well as Diplomatic Flight Clearance.
- C. Non UK and non US military aircraft must apply for Diplomatic Flight Clearance when intending to fly into a US Forces base in the United Kingdom.
- D. All weapons and ammunition must remain stowed in aircraft holds while flights are on the ground in the UK.

### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. DoD commercial contract aircraft carrying US forces transiting the UK are limited to the following three (3) airports, which can provide short-duration (less than 36-hour) Ministry of Defense accommodations for US forces on short notice if an aircraft becomes unserviceable:
    - a. London – Gatwick (EGKK)
    - b. Manchester (EGCC)
    - c. Prestwick (EGPK)
  - 2. The above three (3) airports may be used as a technical stop or weather alternate for cargo and passenger missions under contract to USTRANSCOM.
- B. Military
  - 1. No information provided.

## Uzbekistan

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

#### A. Blanket Permit

##### 1. None.

#### B. One-time Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights, through the [USDAO Tashkent](#) via APACS.

2. For flights requested under the Uzbekistan Air Transit Agreement:

a. Transit of Uzbekistan airspace is limited to missions carrying US cargo or personnel in support of Afghanistan operations.

1) Landing of any aircraft in Uzbekistan may be made only in the case of an in-flight emergency.

b. List of authorized corridors. The following corridors are approved for all aircraft, military and civilian, for overflight of Uzbekistan in connection with Afghanistan operations. Routings other than these will not be approved:

1) KUNAS (305km west of the city of Nukus) – B275 – TMD – B275 – DY – B275 – HA – A466 – AMDAR (10km south of the city of Termez).

2) DIDOP (180km north of the city of Uchkuduk) – A66 – TMD – B275 – DY – B275 – HA – A466 – AMDAR (10km south of the city of Termez).

3) ASLOK (115km west of the city of Syrdar'ya) – A359 – PD – A230 – DS – A66 – TRZ- A466 – AMDAR (10km south of the city of Termez).

4) BORIS (220km northeast of the city of Uchkuduk) – A480 – OTBOR (40km southwest of the city of Urgench).

5) KUNAS (305km west of the city of Nukus) – B275 – UNBAS – A480 – BORIS (220km northeast of the city of Uchkuduk).

c. Refueling an aircraft in the airspace of Uzbekistan is not permitted.

d. On board filming and photographic equipment as well as other corresponding means intended for carrying out reconnaissance and surveillance is prohibited.

e. DoD commercial contract aircraft under contract to TRANSCOM must submit a request to USDAO Tashkent via APACS no less than eight (8) days prior to overflight and provide the following information:

1) Type of aircraft.

2) Estimated number of personnel and general description of the cargo being transported.

3) Flight routes and the entry and exit points of Uzbekistan.

4) Total number of planned flights.

5) Ownership of the aircraft and the full name and legal address of the operator of the aircraft.

- 6) Form of payment of charges for air navigation services in the airspace of Uzbekistan and the payer's address, phone number, and fax number.
- f. Aircraft requesting company or other designated agency must, not later than 0900Z on the day preceding the flight, submit a notification to the Air Traffic Flight Management Unit of the Republic of Uzbekistan (UTTTZDZX). Notification must contain the following information:
- 1) Name of aircraft operator and the three-letter ICAO identification.
  - 2) Aircraft Information:
    - a) Aircraft type.
    - b) Aircraft identification (flight number and call sign).
    - c) Registration number of aircraft (tail number).
    - d) Take-off and landing weight of aircraft.
    - e) Type of navigation and communications equipment on board.
    - f) Aircraft operator and legal address.
  - 3) Crew Information:
    - a) Captain of aircraft (aircraft commander).
    - b) Number of crew members (list citizenship).
  - 4) Flight Information:
    - a) Purpose of flight.
    - b) Point of departure and landing (ICAO), points and estimated time of entry and exit of Republic of Uzbekistan airspace.
    - c) Route of flight and altitude.
    - d) Passengers (number – citizenship).
    - e) Cargo list.
    - f) Weapons and ammunition on board.
    - g) Photographic equipment on board.
  - 5) Form of payment for air navigation charges, payer's address, bank information, phone and fax.
- g. No less than four (4) hours prior to each scheduled departure, a notification of the use of the airspace of Uzbekistan shall be provided to the Air Traffic Flight Management Unit of the Republic of Uzbekistan (UTTTZDZX) by sending a flight plan containing the following information:
- 1) Name of the aircraft operator and the three (3)-letter identification according to ICAO classification.
  - 2) Information about the aircraft:
    - a) Aircraft type according to ICAO classification.
    - b) Aircraft identification (flight number and call sign).
    - c) Registration number of the aircraft.
    - d) Take-off and Landing weight of the aircraft.
    - e) Type of navigational and communications equipment.
    - f) Operator of the aircraft and its legal address.

- 3) Information about the crew:
  - a) Captain of the aircraft.
  - b) Number of crew members (with specification of their citizenship).
- 4) Information about the planned flight:
  - a) Purpose of flight.
  - b) Date and schedule of flight in UTC with specification of the point of departure and landing (in ICAO codes), points and estimated time of entry and exit into/out of the airspace of Uzbekistan.
  - c) Route and altitude of flights in the airspace of Uzbekistan.
  - d) Passengers (number, citizenship).
  - e) List of cargo being transported and its nature.
  - f) Presence on board of weapons and ammunition of US personnel, as well as filing and photographic equipment.
  - g) DoD Commercial Contract Aircraft only include: Form of payment for air navigation services in the airspace of Uzbekistan with specification of the payer's address, bank information, phone number, and fax number.

#### C. Hazardous Cargo Permit

1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain approval for overflights of aircraft carrying HAZMAT, through the [USDAO Tashkent](#) via APACS.
2. See additional instructions in Section I.B "One-time Permit" above.
3. All aircraft transporting a military contingent or special cargo, such as HAZMAT, munitions of war, implements of war, or other dangerous items must include the detailed information as per Section 3, "Content of Permit Request" below.

## II. LEAD-TIME AND VALIDITY

### A. Lead-time:

1. Eight (8) days.
2. 38 days when transporting a military contingent aboard or special cargo, such as munitions of war, implements of war, or other dangerous items.

### B. Permit valid for:

1. ETA plus 72 hours.

## III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS.
  1. Nationality of A/C:
    - a. State of aircraft registration
    - b. Name of the Air Company and its address
    - c. Owner, operator of A/C and address
  2. Data on A/C:

- a. A/C type on ICAO classification
  - b. Flight number
  - c. Registration number
  - d. A/C takeoff weight
  - e. Type of navigation and communication equipment
- 3. Data on A/C crew
  - a. Captain of A/C
  - b. Number of crew members and nationality
- 4. Information on flight:
  - a. Purpose of flight
  - b. Route of flight
    - 1) Territory/FIR entry point (name or coordinates), date/time (Z)
    - 2) Route of flight within territory or FIR of country
    - 3) Territory/FIR exit point (name or coordinates), date/time (Z)
    - 4) Passengers (number, nationality, ranks and titles of VIP if any)
    - 5) Description of cargo (including an explicit indication of whether or not the A/C contains special goods)
    - 6) Weapons, ammunition, photo-video equipment if any
- C. Information required in the "Country Specific Information" field on the "Itinerary" tab in APACS when aircraft is transporting a military contingent or special cargo:
  - 1. Application submitted to the Ministry of Defense of the Republic of Uzbekistan to obtain permission for special goods transit with indication of purpose of transportation, quantity of cargo, schedule terms, items of entrance/departure to/from the territory of the Republic of Uzbekistan, type of transport, information about points of departure and destination of cargo, names of the consignor and the consignee as well as scheduled routing through the territory of the transit States.
  - 2. The certificate of origin of special goods.
  - 3. Cargo procurement contract.
  - 4. Schedule of transportation during transit of hazardous cargo by several consignments.
  - 5. Information about the classification of cargo by Foreign Economic Activity Commodity Nomenclature of the Republic of Uzbekistan and by UN nomenclature.
  - 6. UN number.
  - 7. Modular condition.
  - 8. Hazardous material.
  - 9. Documentation confirming the transportation of specific cargo by insurance and other guarantees (in a form of insurance policy, bank guarantee or other form established by legislation).
  - 10. Liability for indemnification of harm that may be caused to the people's lives and health, environment and safety of the Republic of Uzbekistan.
  - 11. Liability of the consignor and consignee guaranteeing that cargo will not be readdressed or re-exported on terms unfavorable for the Republic of Uzbekistan.
  - 12. During the transit of air transportation, in addition to the above mentioned, it is necessary to submit the documents containing the following:
    - a. Name and detailed address of the air company.

- b. ICAO code and flight number.
  - c. Type, registration number of aircraft, state of registration.
  - d. Flight number.
  - e. Number of passengers, specify whether VIP/position and cargo description, if any.
  - f. Date, complete route and traffic schedule with mandatory indication of points of entrance/exit to/from the Republic of Uzbekistan.
  - g. Lessee (full name, address, phone, fax).
  - h. Consignor (full name, address, phone, fax).
  - i. Type of aeronautical and communication equipment.
- D. During contingency operations when APACS is not available reference the [Foreign Clearance Manual, Figure C2.F1](#) for clearance request template and contact the clearance approver directly for instructions on how to transmit the request.

IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Regardless of whether diplomatic clearance has been granted, aircrews should comply with entry reporting procedures, Uzbekistan, Route and Area restrictions, in order to avoid a possible violation.
- B. Report all cancellations.
- C. Tashkent/Yuzhny Airport is a full-service, 24 hour facility.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian
  - 1. None.
- B. Military
  - 1. None.

## Vietnam

### I. CIVIL AIRCRAFT PERMIT REQUIREMENTS

- A. Blanket Permit
  - 1. None.
- B. One-time Permit
  - 1. Permit required for all overflights and landings.
- C. Hazardous Cargo Permit
  - 1. Aircrew must maintain and upon request present the proper dangerous goods certification documents.
- D. Submit an APACS request for all landings in addition to obtaining all necessary permits and permissions through the Civil Aviation Authority of Vietnam (CAAV).
  - 1. Coordinate with [USDAO Hanoi](#) prior to submitting CAAV requests.

### II. LEAD-TIME AND VALIDITY

- A. Lead-time:
  - 1. 14 working days.
  - 2. Submit remain overnight (RON) requests earlier due to COVID requirements needing extensive coordination with local government health officials. NOTE: Aircrew and passengers are required to have a negative COVID-19 PCR test within three (3) to five (5) days of arrival and 14-day travel history.
- B. Permit valid for:
  - 1. Overflight permits are valid for up to three (3) hours before and 72 hours after the requested time on permit. Early overflight outside the minus (-) three (3) and plus (+) 72 hour window is not authorized in non-emergency situations.
  - 2. Arrival and departure permits are valid for up to 12 hours before and 24 hours after the requested time on permit. Early arrival or departure outside the minus (-) 12 and plus (+) 24 hour window is not authorized in non-emergency situations.
  - 3. Permit numbers are frequently issued by government of Vietnam no earlier than 24 to 48 hours prior to the requested arrival date.

### III. CONTENT OF PERMIT REQUEST

- A. Prepare and submit the permit request automatically via [APACS](#).
- B. Information required in the “Country Specific Information” field on the “Itinerary” tab in APACS.
  - 1. Route of flight:
    - a. Territory/FIR entry point (standard five (5) letter name, e.g. ARESI, ANINA; coordinates used as FIR entry points are not accepted), date/time (Z).
    - b. Route of flight within territory or FIR of country.
    - c. Territory/FIR exit point (standard five (5) letter name, e.g. ARESI, ANINA; coordinates used as FIR exit points are not accepted), date/time (Z).
    - d. Requests must be filled out. Do not use “TBD”; instead, fill in the requests with “best-guess” information that can be updated. For

example, if the exact aircraft tail number is not known at the time of submission, requestors may enter as many as 10 possible aircraft tail numbers. This affords the requestors flexibility in submitting requests in accordance with the required timeline.

- e. Overflight and landing permits are not interchangeable.
- f. Requests for support (e.g., ground services, transportation, etc.).

USDAO Hanoi requires all Aircraft LANDING in Vietnam to name both the Fuel Provider and the FBO. Inform [USDAO Hanoi](#) of your selection to assist and for situational awareness. For FBO availability, go to [https://aircardsys.com/cgi-bin/fbo\\_locate](https://aircardsys.com/cgi-bin/fbo_locate).

2. APACS is NOT monitored 24/7. Contact [USDAO Hanoi](#) for changes to the original request.

#### IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO

- A. Permit must be renewed for any changes to routing, entry/exit points, airport of landing or changes to the approved times that are beyond minus (-) three (3) / plus (+) 72 hours for overflight or minus (-) 12 / plus (+) 24 hours for landing.
- B. All changes, no matter how slight, must be reported immediately to [USDAO Hanoi](#) to expedite coordination with Vietnamese Government reporting requirements.
- C. All aircraft entering Vietnam must fly routes previously cleared at standard flight levels. Any deviation must be preceded by a declared emergency. Aircrew must contact appropriate ATC facility at all reporting points.
- D. Upon APACS permit approval, the aircrew must file the ICAO flight plan to include the statement "Flight has been approved by government of Vietnam." in the Remarks Section.
- E. Aircraft equipped with sensory or photographic equipment are forbidden.

#### V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

- A. Civilian:
  - 1. Hanoi/Noi Bai Intl (VVNB)
  - 2. Ho Chi Minh City/Tan Son Nhat (VVTS)
  - 3. Danang/Danang (VVDN)
  - 4. Haiphong/Cat Bi (VVCI)
  - 5. Hue/Phubai Intl (VVPB)
  - 6. Phu Quoc/Phu Quoc Intl (VVPQ)
- B. Military:
  - 1. None



## Yemen

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through Yemeni civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT through Yemeni civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Explosives and electronic equipment are not allowed in Yemen without prior approval. Yemen requires this cargo to be listed on the cargo manifest for the flight which is included with the initial flight request submission 14 days prior to the flight.
    - 1. The receiving office in country is responsible for obtaining clearance for equipment.
  - B. Aircraft handling fees such as lavatory, fuel, chocks, K-loaders, forklifts, etc. are provided by Yemenia Airlines and will be paid directly to Yemenia with US currency that is in pristine condition.
  - C. Although fuel service may be identified in the clearance request, aircraft commanders are strongly advised to notify the control tower of fuel requirements 10 to 20 minutes prior to landing in order for the control tower to notify Yemenia Airlines to have fuel available.
  - D. Ensure fuel requirements are stated in LITERS, vice gallons or pounds.
  - E. Other aircraft services are based on the size of the aircraft and/or number of hours a service is used (i.e. loader, fork lift, chocks, etc.). Once services are ordered, changes should not be made.
  - F. Aircraft captains are advised to ensure enough time is allotted to allow for the payment process. The speed in which this process occurs may be significantly hampered at night, during times of prayer, during religious and national holiday periods such as Ramadan, Eid al Fitr, and Yemeni National Day.
  - G. Wet and dry ice are not available.

- H. The aircraft captain must be in possession of two (2) inbound General Declarations (GD) and three (3) GDs for outbound GDs.
  - 1. Ensure the two (2) inbound GDs identify the take off point prior to landing in Yemen and Sana'a as the arrival point.
  - 2. The three (3) outbound GDs state Sana'a as the take off point and identify the next arrival location. The longer an aircraft is on the ground, the more payment will be owed.
  - 3. An aircraft dropping off cargo and/or passengers must ensure the inbound GD reflects the total weight of cargo (in kilograms) and/or names and number of passengers.
  - 4. A personnel manifest may be requested. If passengers disembark or embark at the airport, their names must be annotated on the GD or a personnel manifest must be provided with names.
  - 5. The departure GD should reflect an empty aircraft (i.e. crew only) or the number of passengers/weight of cargo still on the aircraft. Ensure the GD is filled out in full and that it is legible. All crew members (by first and last name only) must be identified on the inbound and outbound GDs.
- I. File departure flight plan with airport operations.
  - 1. If possible, electronically file the flight plan prior to traveling to and landing in Yemen. Even if flight plan is filed electronically the aircraft representative must have two (2) legible copies of the flight plan (typed/electronically generated documents preferred) clearly identifying the planned outbound route to the next destination.
  - 2. If any portion of the flight plan is illegible, incomplete, or too small for the Yemeni official to read (i.e. knee board version), expect to fill out a Yemeni flight plan form.
    - a. These forms are bi-lingual and basically the same flight plan that is normally used.
  - 3. Target departure time is valid for plus four (4) hours. Unforeseen delays will result in re-filing of the flight plan and additional fees.
  - 4. If dropping off cargo, it is recommended to plan for no less than a three and a half (3 1/2) hour ground time. Getting timely or proper off-loading support is irregular at best and subject to availability of both personnel and material assets.
- J. Aircraft captains and/or mission planners need to be aware of and ensure they advise disembarking passengers that personal luggage and goods coming into country WILL BE SCANNED and/or SEARCHED.
  - 1. Electronics are especially worrisome for Yemeni officials.
    - a. Laptop computers, cell phones and small electronics have not posed any problems, but other things such as SatPhones, GPSs, printers, etc., may cause concern and/or be confiscated.
    - b. Gifts that have been purchased in other countries and wrapped in material will be opened for inspection and possibly damaged.
- K. IT IS FORBIDDEN TO BRING WEAPONS AND/OR COMMUNICATIONS EQUIPMENT OFF THE AIRCRAFT WITHOUT CARGO CLEARANCE.

V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS

A. Civilian:

1.None

B. Military:

1.None

## Zambia

- I. CIVIL AIRCRAFT PERMIT REQUIREMENTS
  - A. Blanket Permit
    - 1. None.
  - B. One-time Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings through Zambia civil aviation channels.
  - C. Hazardous Cargo Permit
    - 1. DoD commercial contract air carriers under contract with USTRANSCOM must obtain permission for overflights and landings for aircraft carrying HAZMAT through Zambia civil aviation channels.
- II. LEAD-TIME AND VALIDITY
  - A. Lead-time:
    - 1. No information provided.
  - B. Permit valid for:
    - 1. No information provided.
- III. CONTENT OF PERMIT REQUEST
  - A. No information provided.
- IV. ROUTE, FLIGHT, AND OTHER OPERATIONAL INFO
  - A. Customs and immigration facilities are available at Livingstone/Harry Mwanga Nkumbula International (FLHN), Lusaka/Kenneth Kaunda International (FLKK), and Ndola/Simon Mwansa Kapwepwe International (FLSK) 0700L-1900L.
- V. AUTHORIZED TECH STOPS & WX ALTERNATE AIRPORTS
  - A. Civilian
    - 1. Kenneth Kaunda International Airport (FLKK) in Lusaka, Zambia may be used as a technical stop for cargo or as a weather alternate for missions under contract with USTRANSCOM.
  - B. Military
    - 1. No information provided.